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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN
CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES
RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY
INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR-A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2

NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]

[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A

NA when local weather not available.

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]

NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**

NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD .... **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]

[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**

NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22[123]**
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]

[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C[1]**
RNAV (GPS) Y Rwy 2L[2]

[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 36[3]
VOR or GPS Rwy 18[3]
VOR Rwy 5[2]
VOR Rwy 18[3]
VOR Rwy 36[3]

NA when control tower closed.
[1]ILS, Category C, 800-2¼; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32[13]**
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND RGNL ..... **ILS or LOC/DME Rwy 5[1]**
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 08353 USA)

RADAR[11] - (E) 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.

CHATTANOOGA, TN
Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD
RADAR- 125.1 379.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2	AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
		D	**1140**/50	458	(500-1)				
	20	AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
		D	**1260**/60	587	(600-1¼)				
	33	AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
		D	**1340**-2	669	(700-2)				
CIRCLING		AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
		D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN
Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON
RADAR- 123.9 360.8

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R	AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
		D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L	AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
		D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R	AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
		D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L	AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
		D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING		AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
		D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3, 09183 USA) ELEV 593
RADAR - (E) 118.1 340.9 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

ATHENS, TN

MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

NAME TAKE-OFF MINIMUMS

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1¾ or std. with a min. climb o f 357' per NM to 1700. **Rwy 33,** 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1700 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2,** railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure endof runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15,** antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20,** tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.

LOVELL FIELD (CON'T)

Rwy 33, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway,11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/ 626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9,** tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C,** multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27,** multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L,** trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C,** trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R,** tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/ 926' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/ 1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/ 1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/ 1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

. . . . . Rwy 15, 300-1

Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 3300 before turning southeast.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN
CAMPBELL COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/ 1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.
NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN
MCKELLAR / SIPES RGNL (MKL)
AMDT 1 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.
NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/ 470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/ 509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
ORIG 08017 (FAA)
NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD
TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND
TAKE-OFF MINIMUMS: **Rwy 26,** 600-2.
DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26,** climb on heading 230° to 3000 before proceeding on course. **Rwy 8,** climb runway heading to 3000 before turning.

MCGHEE-TYSON
DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
ORIG 09099 (FAA)
NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
ORIG 09099 (FAA)
NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN
LEBANON MUNI
TAKE-OFF MINIMUMS: **Rwy 19,** 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN
ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4,** light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure endof runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8,** antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/ 989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22,** tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left o f centerline, up to 110' AGL /1080' MSL. **Rwy 26,** tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/ 1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/ 619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/ 602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)
ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)
ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033'left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL

TAKE-OFF MINIMUMS: **Rwy 5,** std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via heading 065° to 2800 before proceeding on course. **Rwy 23,** climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5,** building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL. **Rwy 23,** pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3,** tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD)

CLARKSVILLE, TN . . . . . AMDT 1, 09183

Rwy 22, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236° to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning west.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

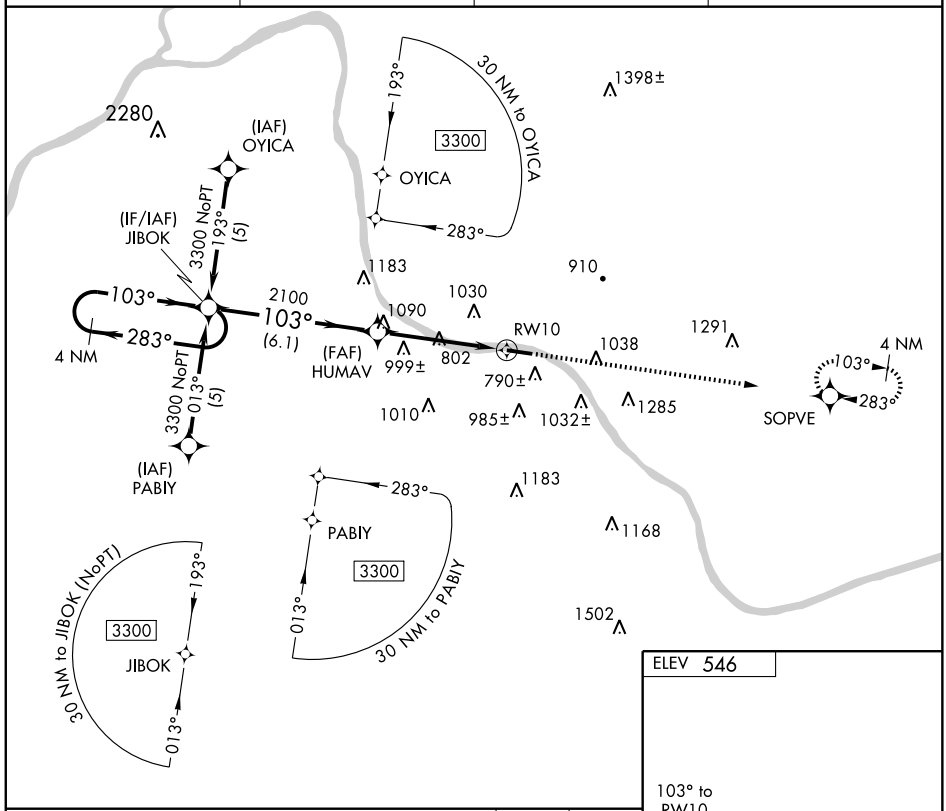
APP CRS	Rwy ldg	5602
103°	TDZE	546
	Apt Elev	546

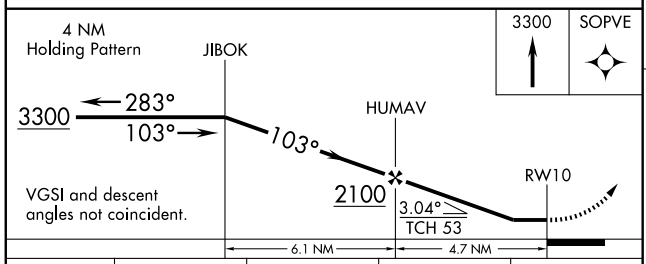
RNAV (GPS) RWY 10
ASHLAND RGNL (DWU)

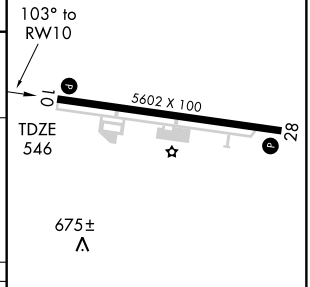
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV Cat. B, C, D and Circling Cat. C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct SOPVE and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 714 (800-1)		1260-2 714 (800-2)	1260-2¼ 714 (800-2¼)
CIRCLING	1320-1 774 (800-1)	1320-1¼ 774 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1, 22 OCT 2009 to 19 NOV 2009

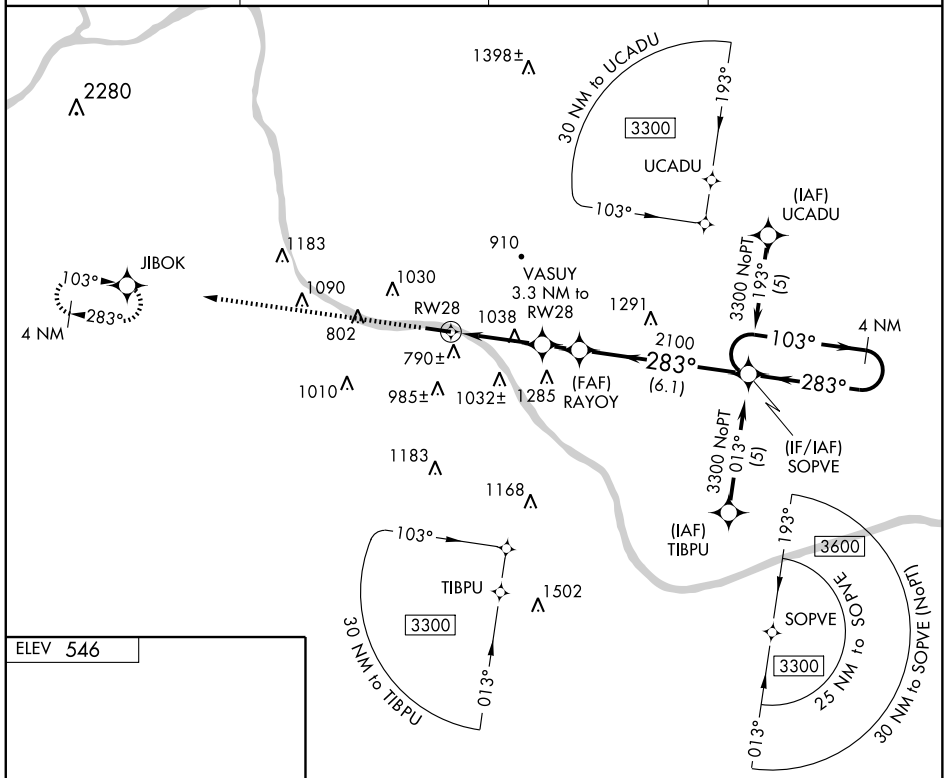
APP CRS	Rwy ldg	5602
283°	TDZE	546
	Apt Elev	546

RNAV (GPS) RWY 28
ASHLAND RGNL (DWU)

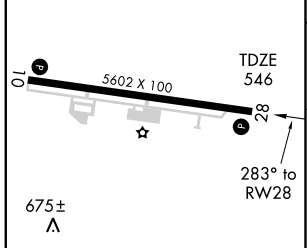
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility ¼ mile.

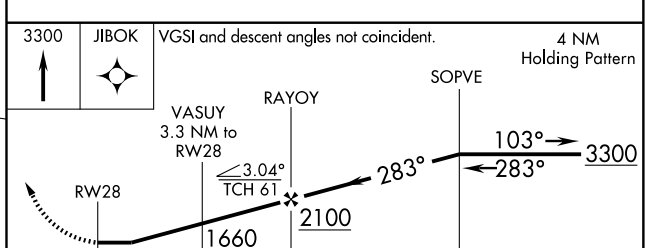
MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L



ELEV 546





CATEGORY	A	B	C	D
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2¼ 794 (800-2¼)	1340-2½ 794 (800-2½)
CIRCLING	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1. 22 OCT 2009 to 19 NOV 2009

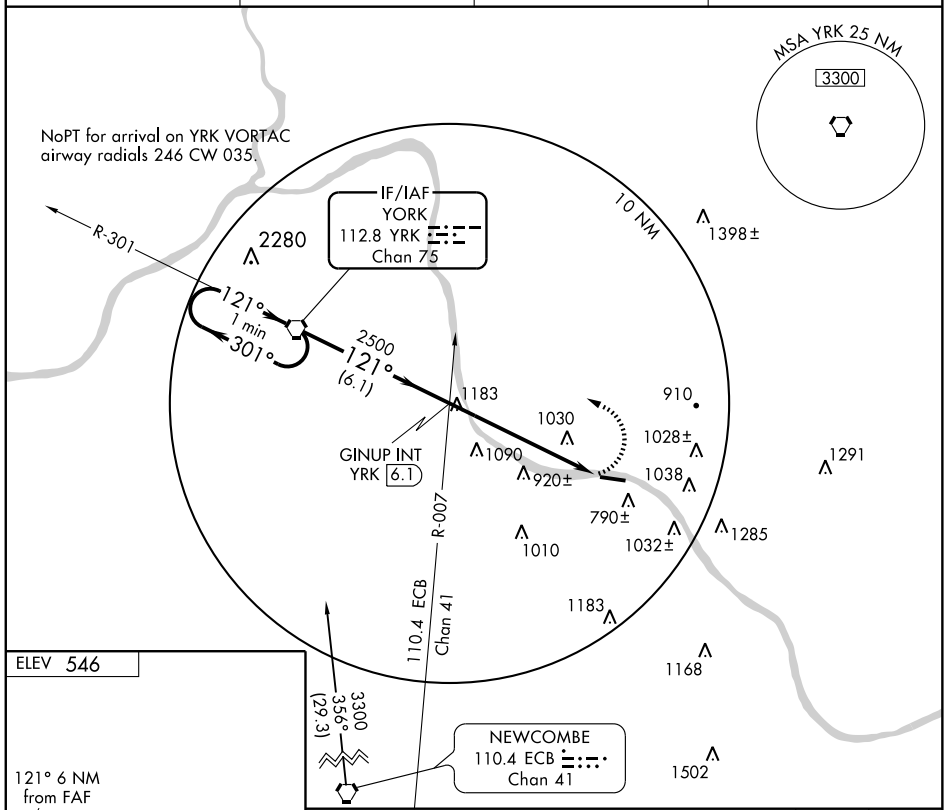
VORTAC YRK 112.8 Chan 75	APP CRS 121°	Rwy ldg 5602 TDZE 546 Apt Elev 546

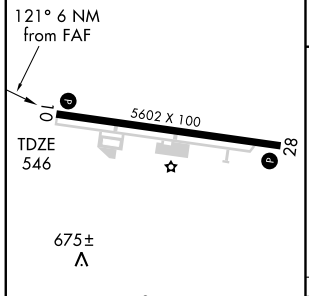
VOR RWY 10
ASHLAND RGNL (DWU)

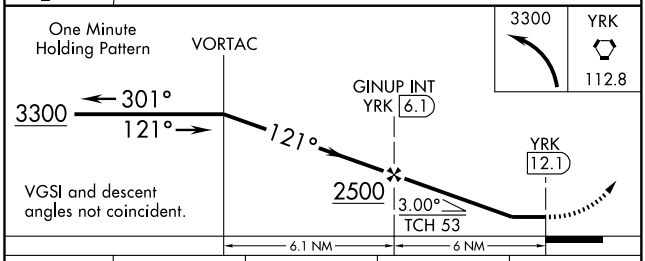
When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-10	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3 954 (1000-3)	
CIRCLING	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3 954 (1000-3)	

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5003
205°	TDZE	669
	Apt Elev	669

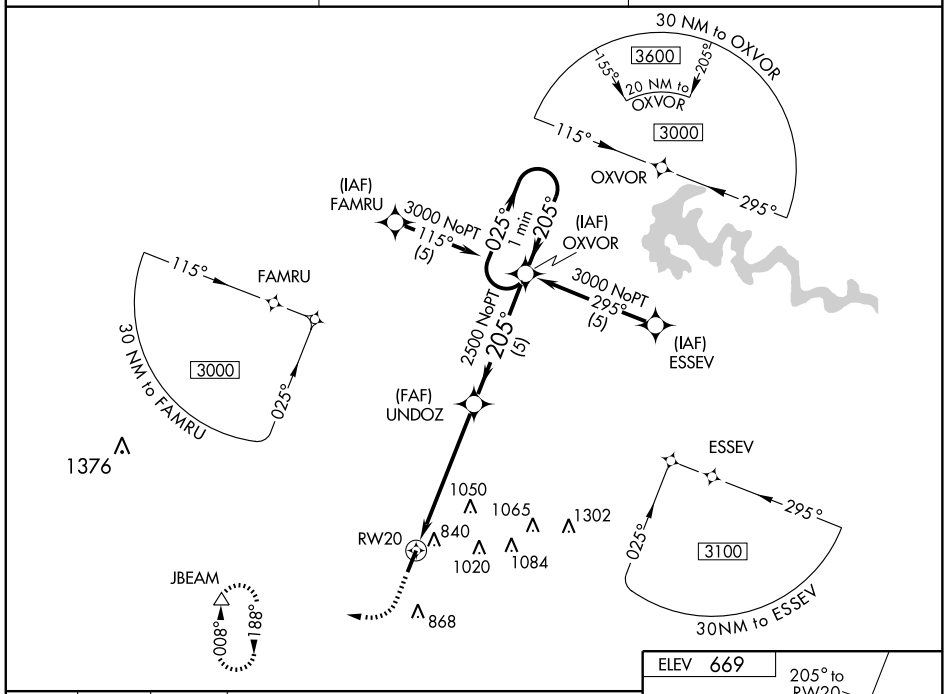
GPS RWY 20

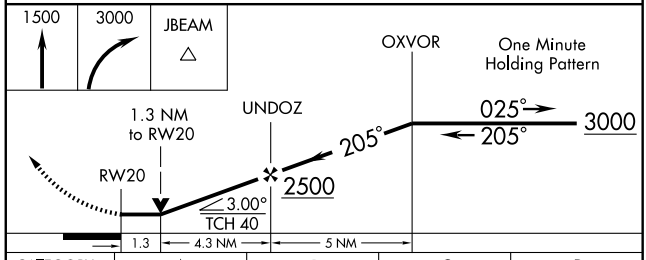
BARDSTOWN/ SAMUELS FIELD (BRY)

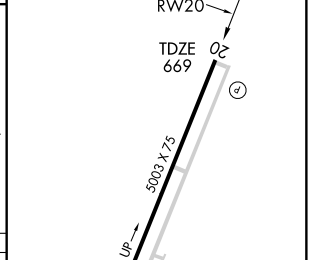
Obtain local altimeter on CTAF; when not received, use Louisville Intl altimeter setting minimums.
NA VDP not authorized with Louisville Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBEAM Int and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1120-1 451 (500-1)		1120-1¼ 451 (500-1¼)	1120-1½ 451 (500-1½)
CIRCLING	1140-1 471 (500-1)	1200-1 531 (600-1)	1200-1½ 531 (600-1½)	1380-2¼ 711 (800-2¼)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-20	1200-1 531 (600-1)		1200-1½ 531 (600-1½)	1200-1¾ 531 (600-1¾)
CIRCLING	1220-1 551 (600-1)	1280-1 611 (700-1)	1280-1¾ 611 (700-1¾)	1460-2½ 791 (800-2½)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME EWO	APP CRS	Rwy ldg	N/A
110.8	036°	TDZE	N/A
Chan 45		Apt Elev	669

VOR/DME-A

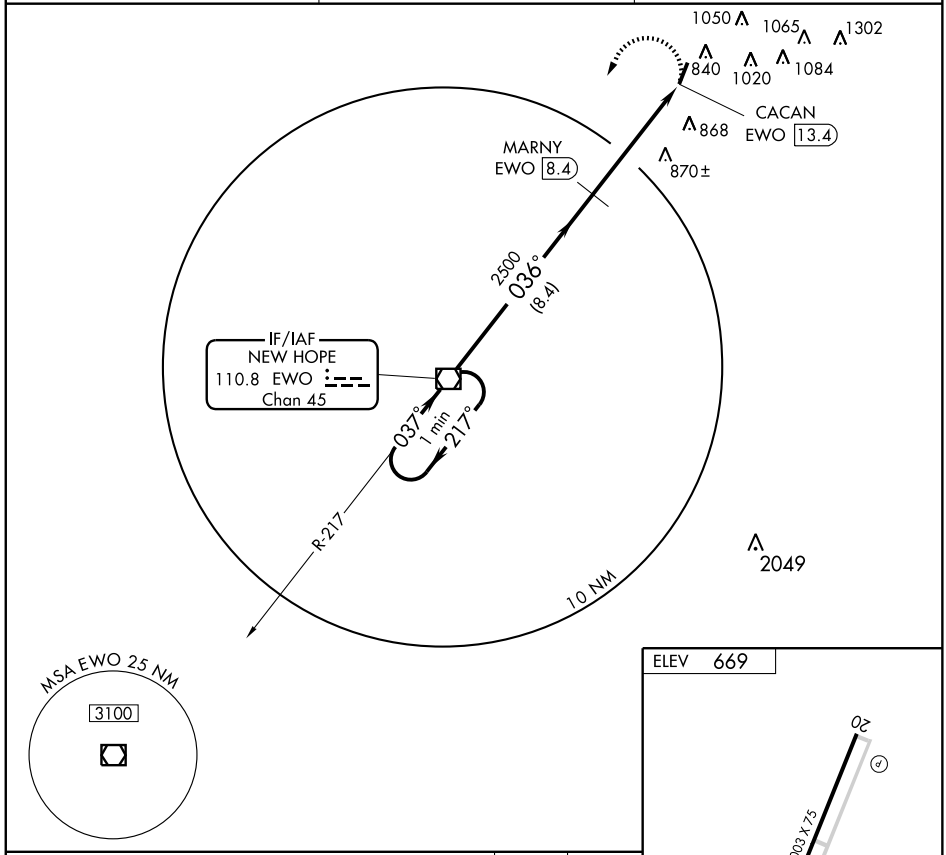
BARDSTOWN/SAMUELS FIELD (BRY)

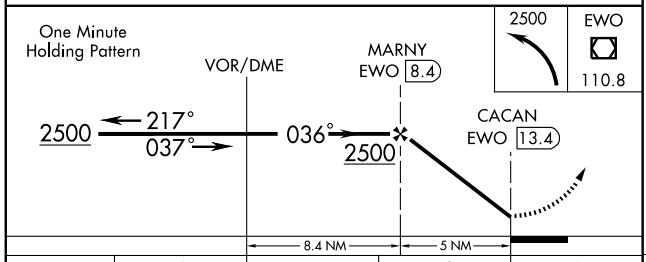
When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

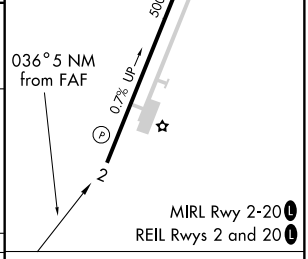
NA

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

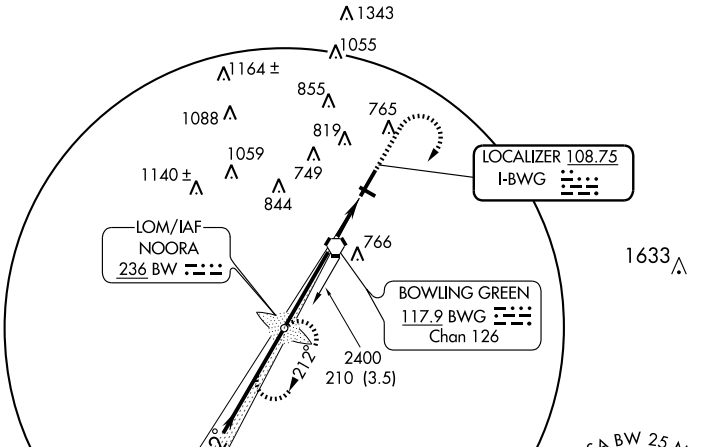
LOC I-BWG	APP CRS	Rwy ldg	6500
108.75	032°	TDZE	547
		Apt Elev	547

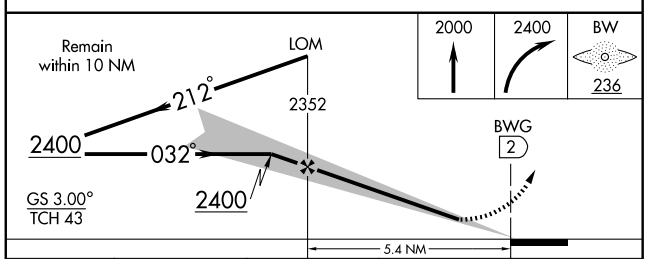
ILS RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

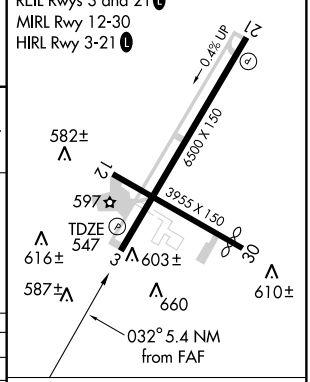
ADF REQUIRED

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-ILS 3	747-¾ 200 (200-¾)			
S-LOC 3	960-1 413 (500-1)		960-1¼ 413 (500-1¼)	
CIRCLING	1000-1 453 (500-1)	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-2 593 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1. 22 OCT 2009 to 19 NOV 2009

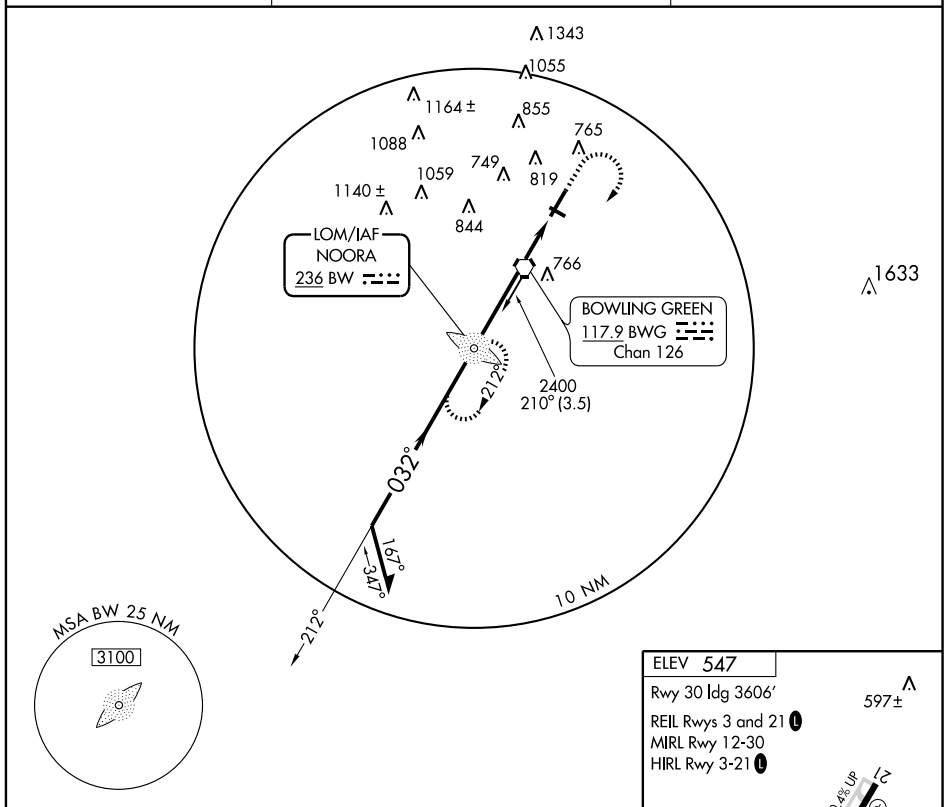
LOM BW	APP CRS	Rwy ldg	6500
236	032°	TDZE	547
		Apt Elev	547

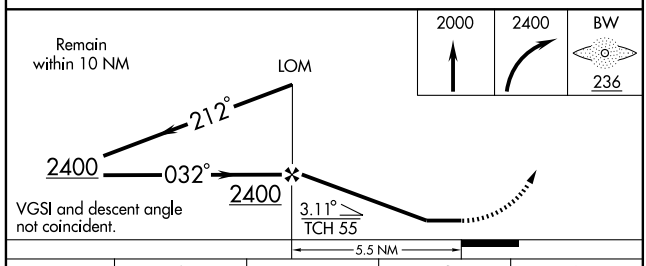
NDB RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

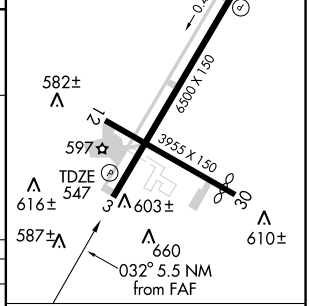
T
A NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-3	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1. 22 OCT 2009 to 19 NOV 2009

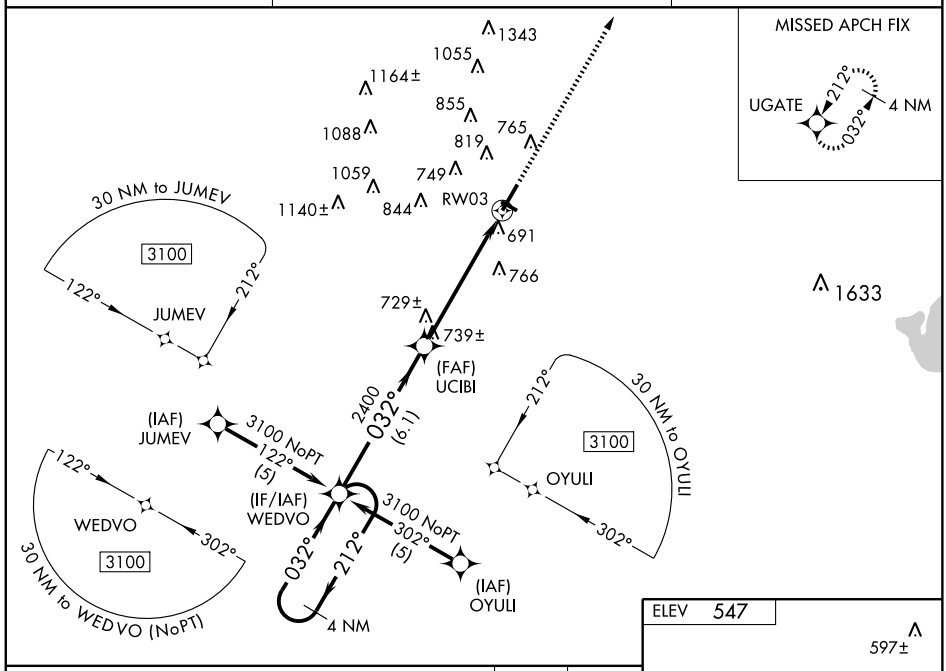
WAAS CH 69510 W03A	APP CRS 032°	Rwy ldg 6500 TDZE 547 Apt Elev 547

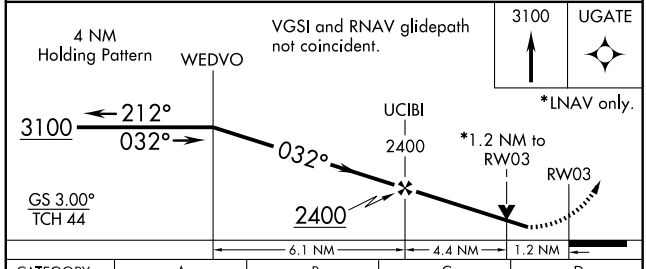
RNAV (GPS) RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

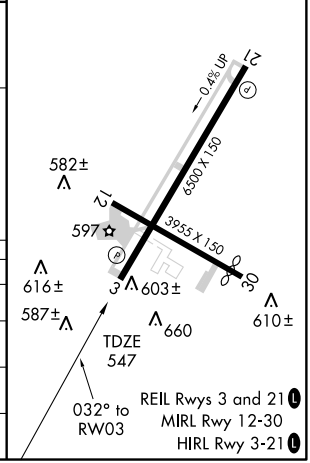
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C and D ¼ mile and Circling Cat. C ¼ mile. VDP NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 3100 direct UGATE and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
LPV DA	797-¾ 250 (300-¾)			
LNAV/VNAV DA	974-1½ 427 (500-1½)			
LNAV MDA	980-1 433 (500-1)		980-1¼ 433 (500-1¼)	980-1½ 433 (500-1½)
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

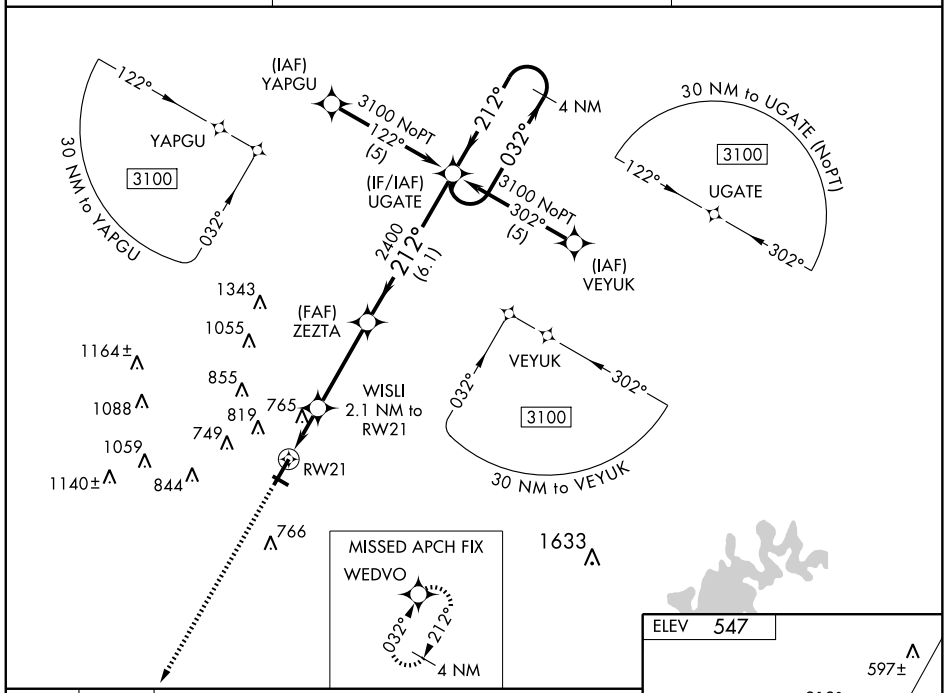
WAAS CH 57907 W21A	APP CRS 212°	Rwy ldg 6500 TDZE 522 Apt Elev 547

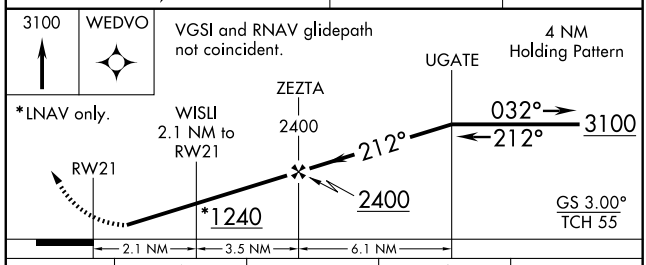
RNAV (GPS) RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

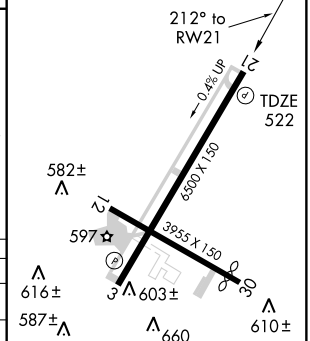
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ¼ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
LPV DA	871-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1071-2 549 (600-2)			
LNAV MDA	1020-1 498 (500-1)		1020-1¼ 498 (500-1¼)	1020-1½ 498 (500-1½)
CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L

SE-1, 22 OCT 2009 to 19 NOV 2009

VORTAC BWG	APP CRS	Rwy ldg	N/A
117.9	024°	TDZE	N/A
Chan 126		Apt Elev	547

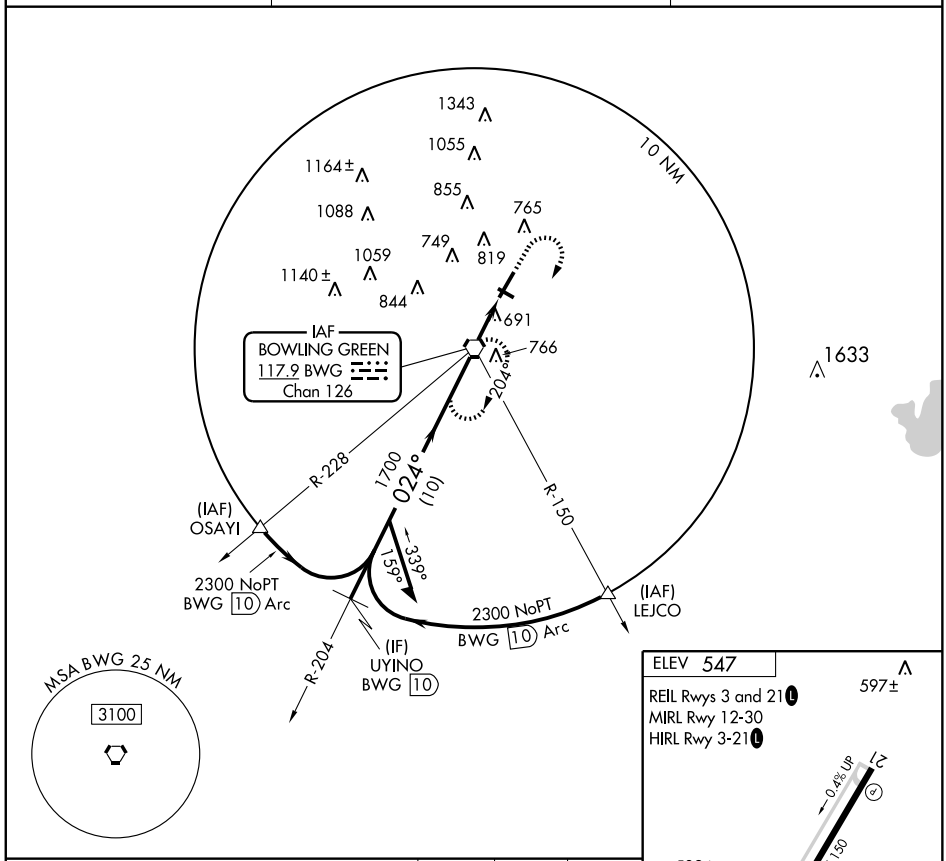
VOR-A

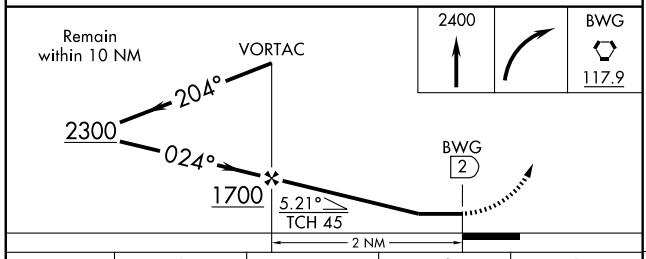
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

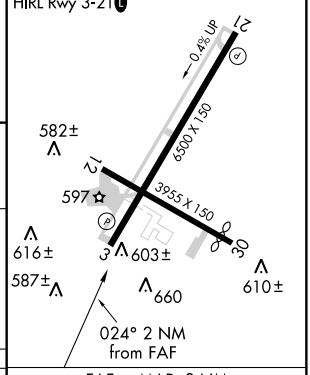
When local altimeter setting not received use Glasgow altimeter setting and increase all MDA 80 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then right turn direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

SE-1. 22 OCT 2009 to 19 NOV 2009

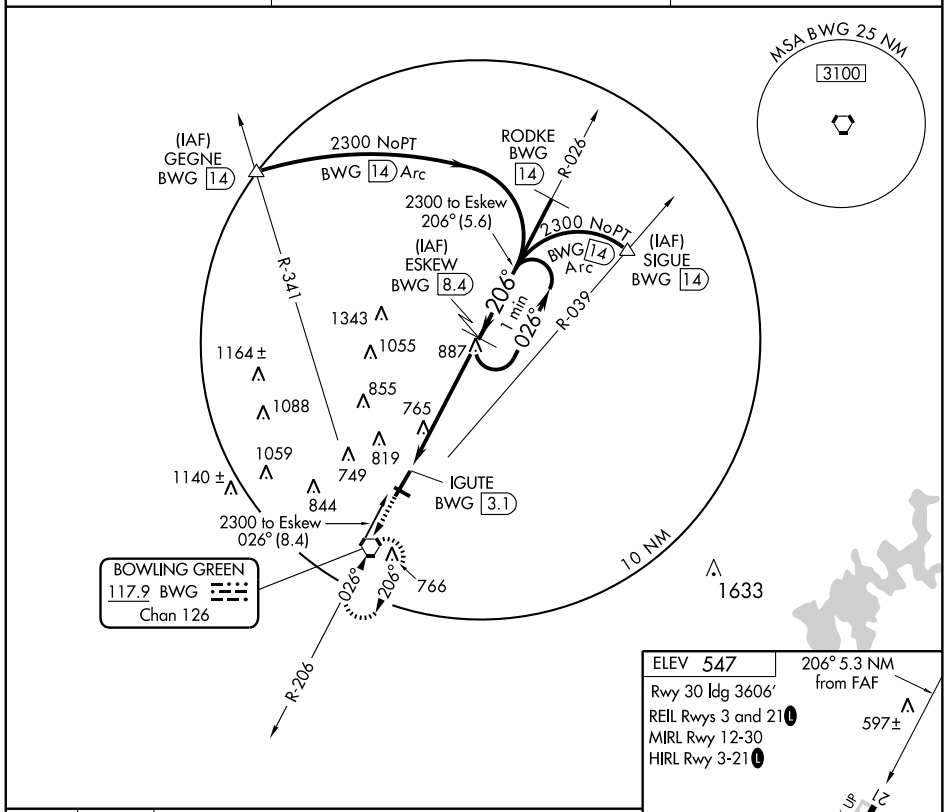
VORTAC BWG	APP CRS	Rwy ldg	6500
117.9	206°	TDZE	522
Chan 126		Apt Elev	547

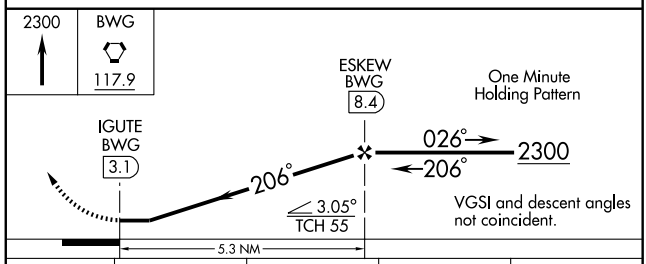
VOR/DME RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

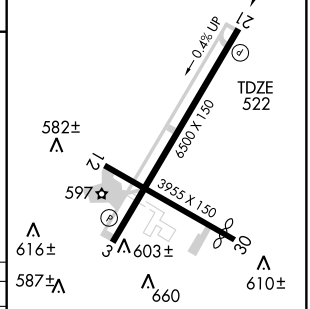
NA

MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-21	1140-1 618 (600-1)		1140-1¾ 618 (600-1¾)	1140-2 618 (600-2)
CIRCLING	1140-1 593 (600-1)		1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5003
052°	TDZE	903
	Apt Elev	921

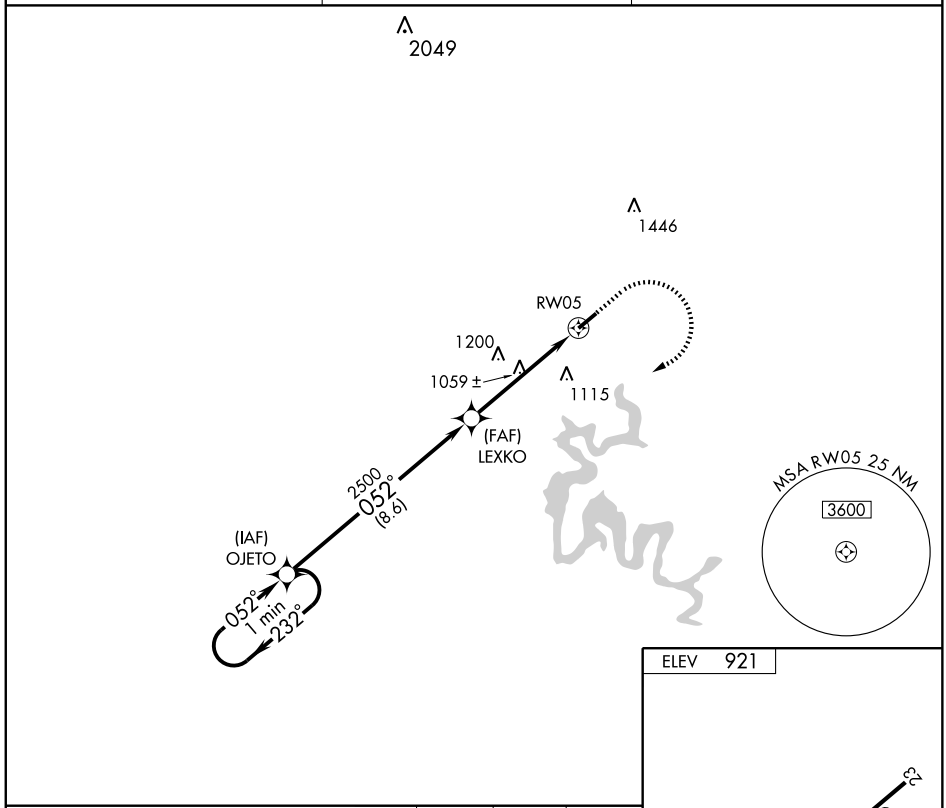
GPS RWY 5

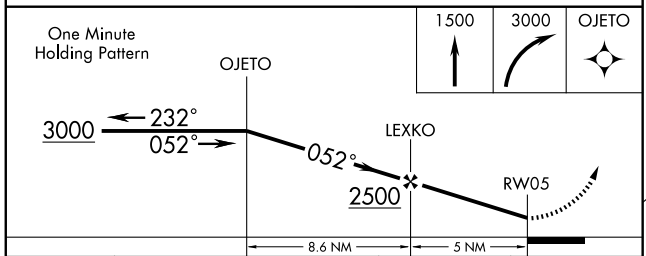
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

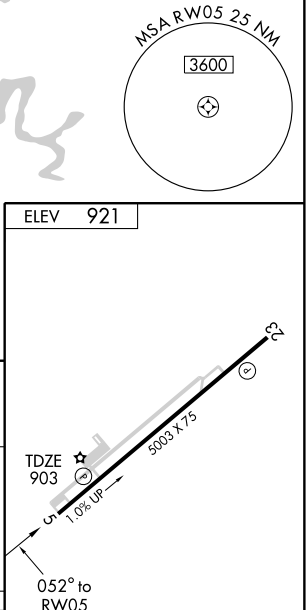
NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1400-1 497 (500-1)		1400-1¼ 497 (500-1¼)	1400-1½ 497 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

NDB TYC	APP CRS	Rwy ldg	5003
272	232°	TDZE	921
		Apt Elev	921

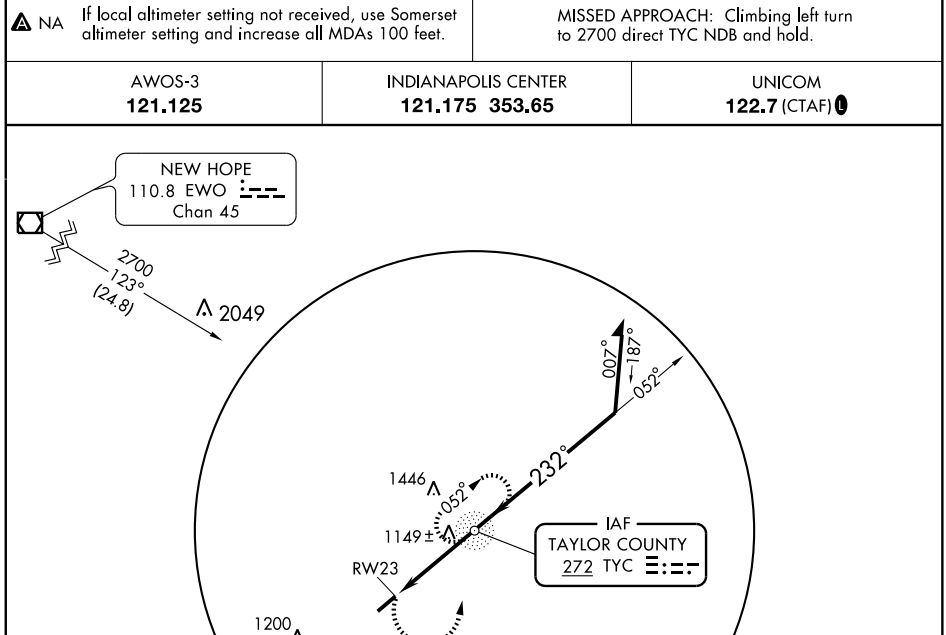
NDB or GPS RWY 23

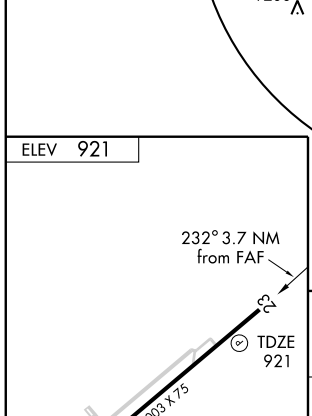
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

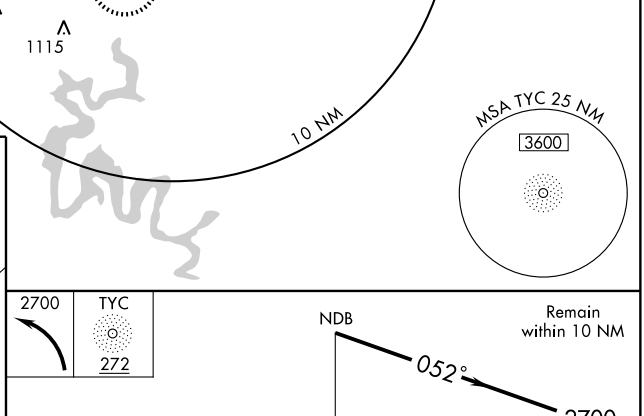
NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1400-1 479 (500-1)		1400-1¼ 479 (500-1¼)	1400-1½ 479 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

SDF AAS	APP CRS	Rwy ldg	5003
111.1	232°	TDZE	921
		Apt Elev	921

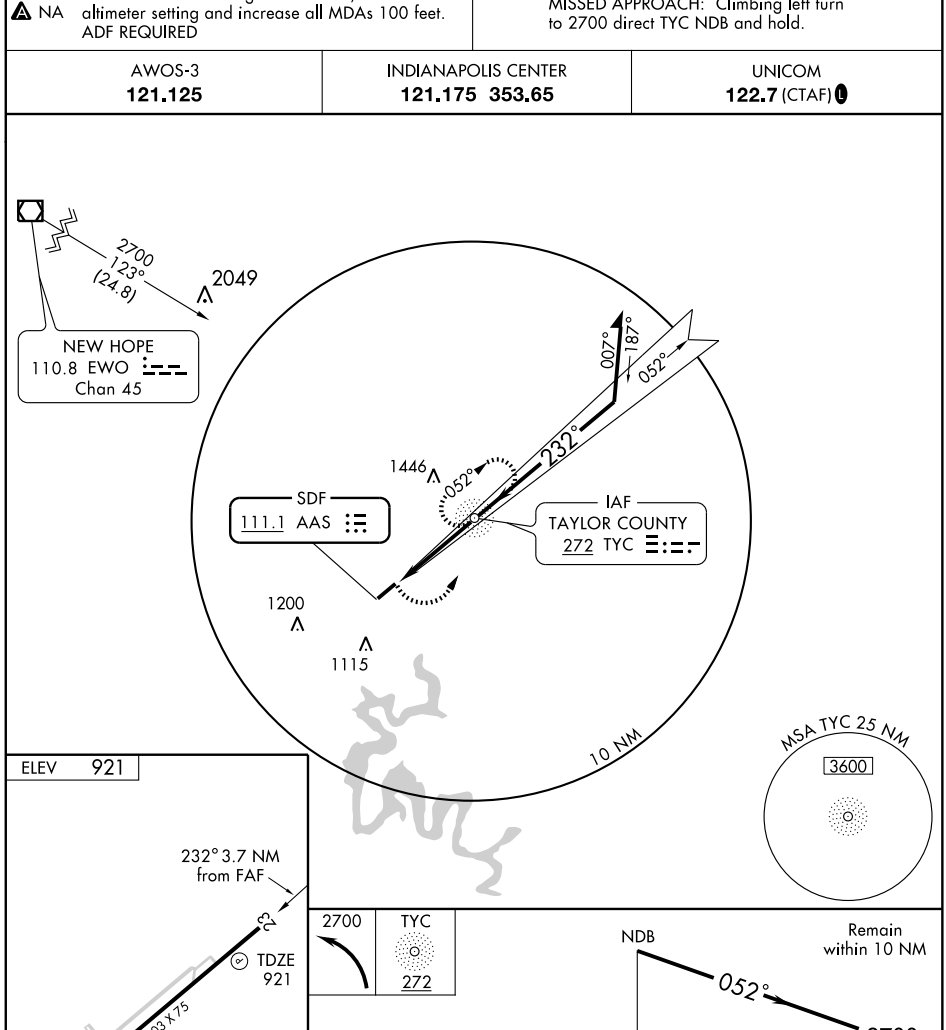
SDF RWY 23

CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. ADF REQUIRED

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1360-1 439 (500-1)		1360-1¼ 439 (500-1¼)	1360-1½ 439 (500-1½)
CIRCLING	1380-1 459 (500-1)		1380-1½ 459 (500-1½)	1480-2 559 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME EWO 110.8 Chan 45	APP CRS 132°	Rwy ldg N/A TDZE N/A Apt Elev 921

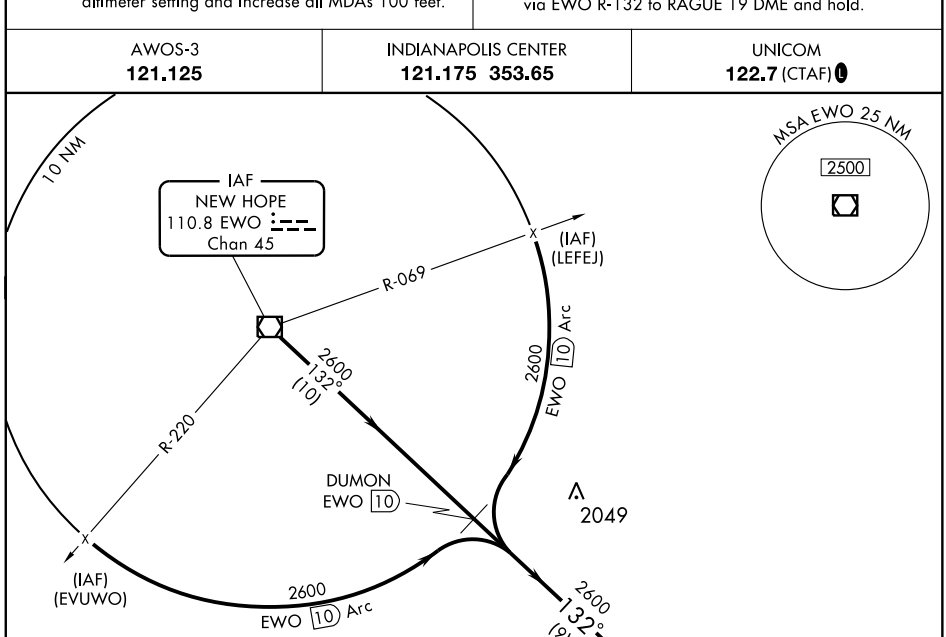
VOR/DME or GPS-A

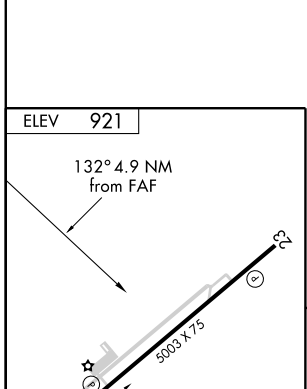
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

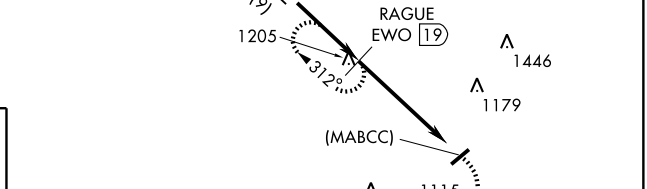
MISSED APPROACH: Climbing right turn to 2600 via EWO R-132 to RAGUE 19 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



Knots	60	90	120	150	180
Min:Sec					

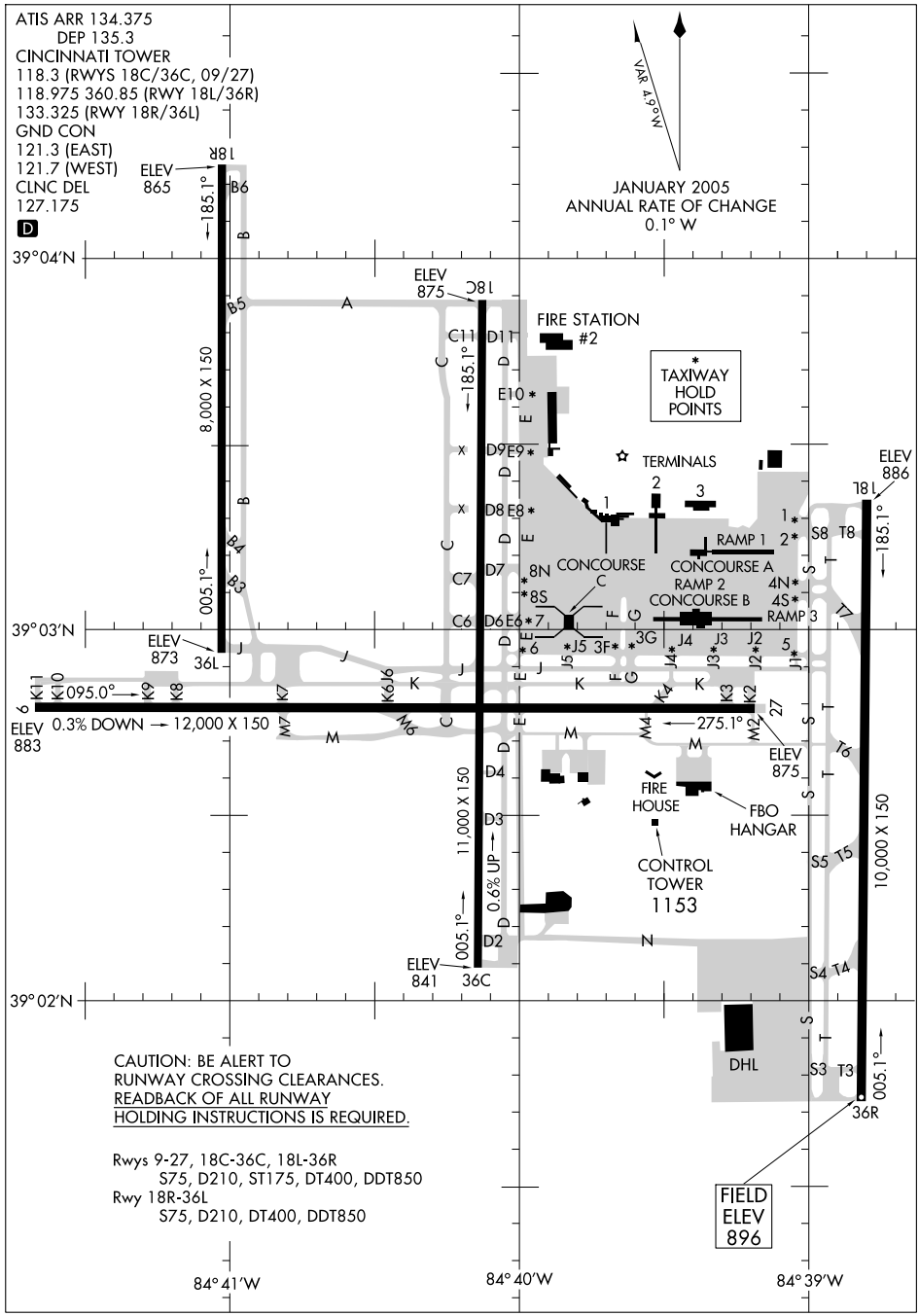
CATEGORY	A	B	C	D
CIRCLING	1440-1 519 (600-1)	1440-1¼ 519 (600-1¼)	1440-1½ 519 (600-1½)	1480-2 559 (600-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

08325

AIRPORT DIAGRAM

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA)
COVINGTON, KENTUCKY

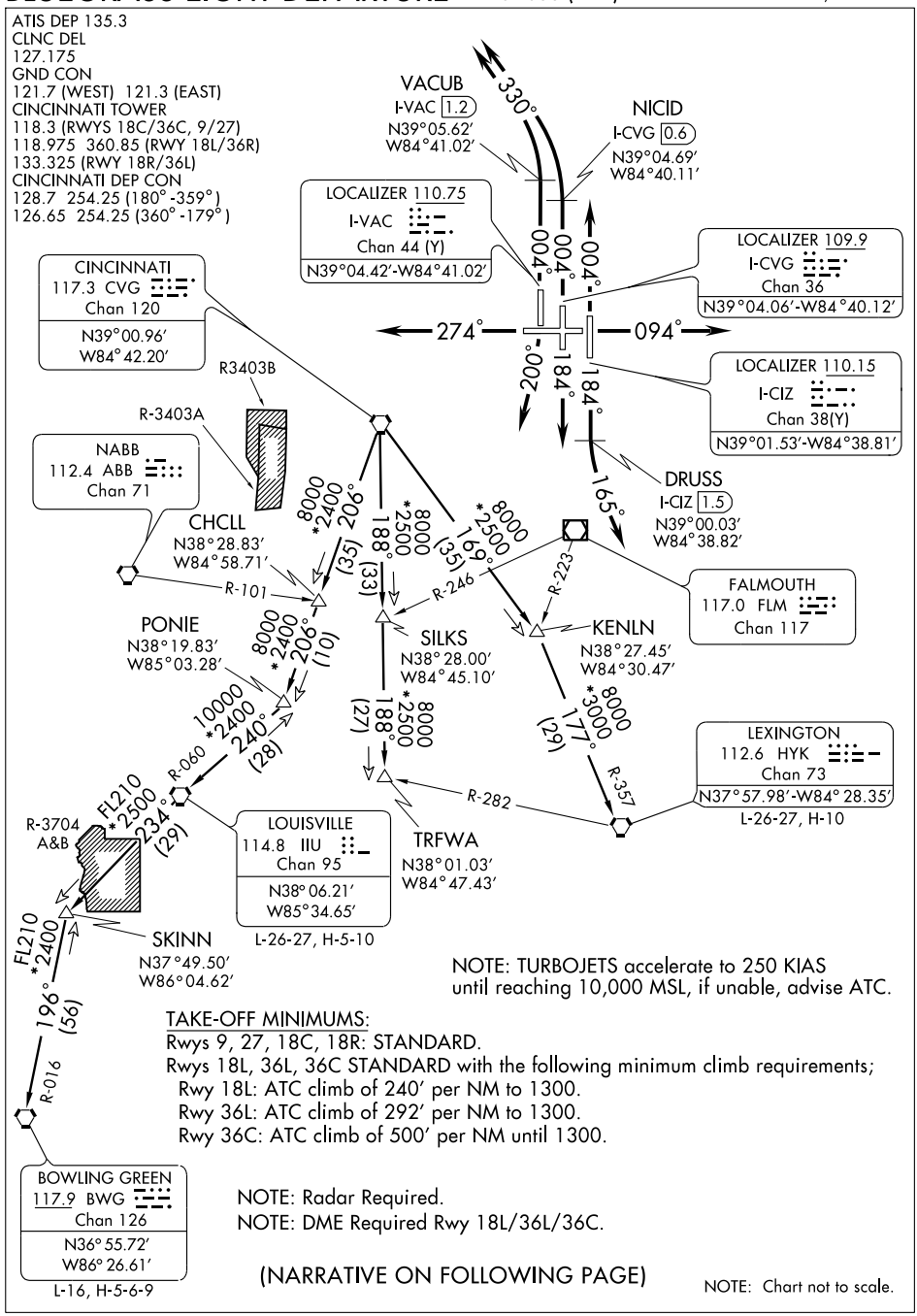


SE-1, 22 OCT 2009 to 19 NOV 2009

BLUEGRASS EIGHT DEPARTURE

SL-655 (FAA) COVINGTON, KENTUCKY

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (180°-359°)
126.65 254.25 (360°-179°)



NOTE: TURBOJETS accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.

NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 OCT 2009 to 19 NOV 2009

BLUEGRASS EIGHT DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.
Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.
Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.
LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.
LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385′ from DER, 1117′ right of centerline, 68′ AGL/988′ MSL.
Trees beginning 4562′ from DER, 900′ left of centerline, up to 98′ AGL/1003′ MSL.
Rwy 18C: Multiple Trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL.
Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple Trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL.
Trees beginning 1951′ from DER, 482′ right of centerline, from 95′ AGL/965′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL.
Multiple Trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL.
Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 22 OCT 2009 to 19 NOV 2009

BNGLE ONE DEPARTURE (RNAV)

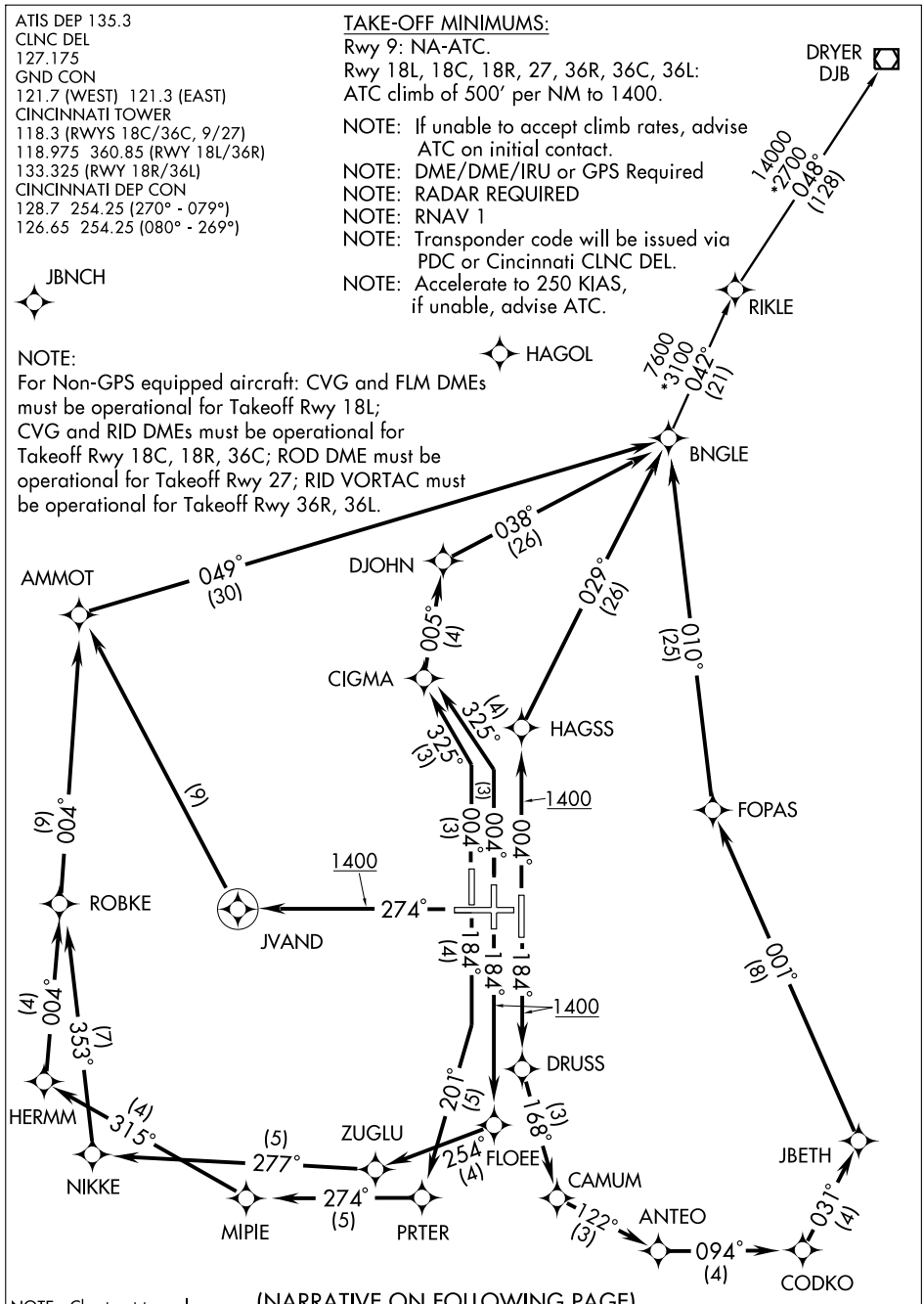
SL-655 (FAA) COVINGTON, KENTUCKY

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° - 079°)
126.65 254.25 (080° - 269°)

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE:
For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L; CVG and RID DMEs must be operational for Takeoff Rwy 18C, 18R, 36C; ROD DME must be operational for Takeoff Rwy 27; RID VORTAC must be operational for Takeoff Rwy 36R, 36L.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE1.DJB)

RIKLE TRANSITION (BNGLE1.RIKLE)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 22 OCT 2009 to 19 NOV 2009

(CEGRM.CEGRM1) 09295

CEGRM ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKY

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375

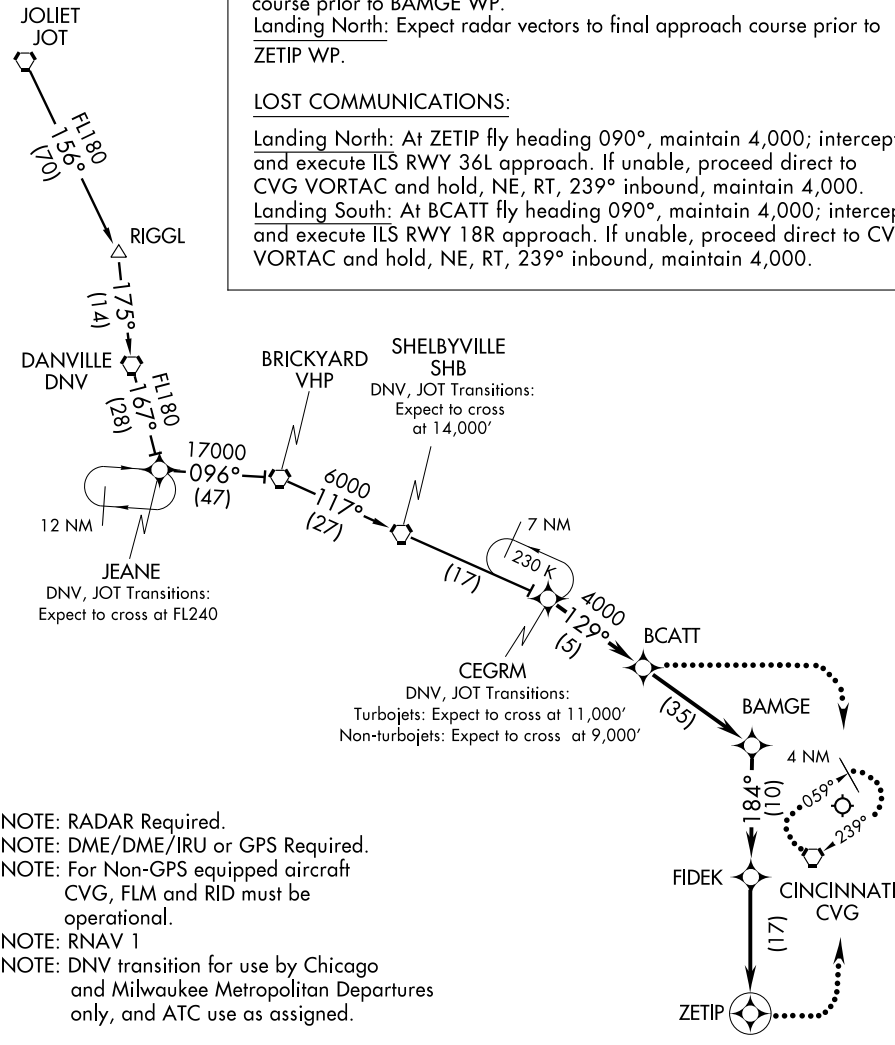
DANVILLE TRANSITION (DNV.CEGRM1):
JOLIET TRANSITION (JOT.CEGRM1):

From over CEGRM WP via 129° track to BCATT WP, thence as depicted to ZETIP WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BAMGE WP.
Landing North: Expect radar vectors to final approach course prior to ZETIP WP.

LOST COMMUNICATIONS:

Landing North: At ZETIP fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
Landing South: At BCATT fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft CVG, FLM and RID must be operational.
NOTE: RNAV 1
NOTE: DNV transition for use by Chicago and Milwaukee Metropolitan Departures only, and ATC use as assigned.

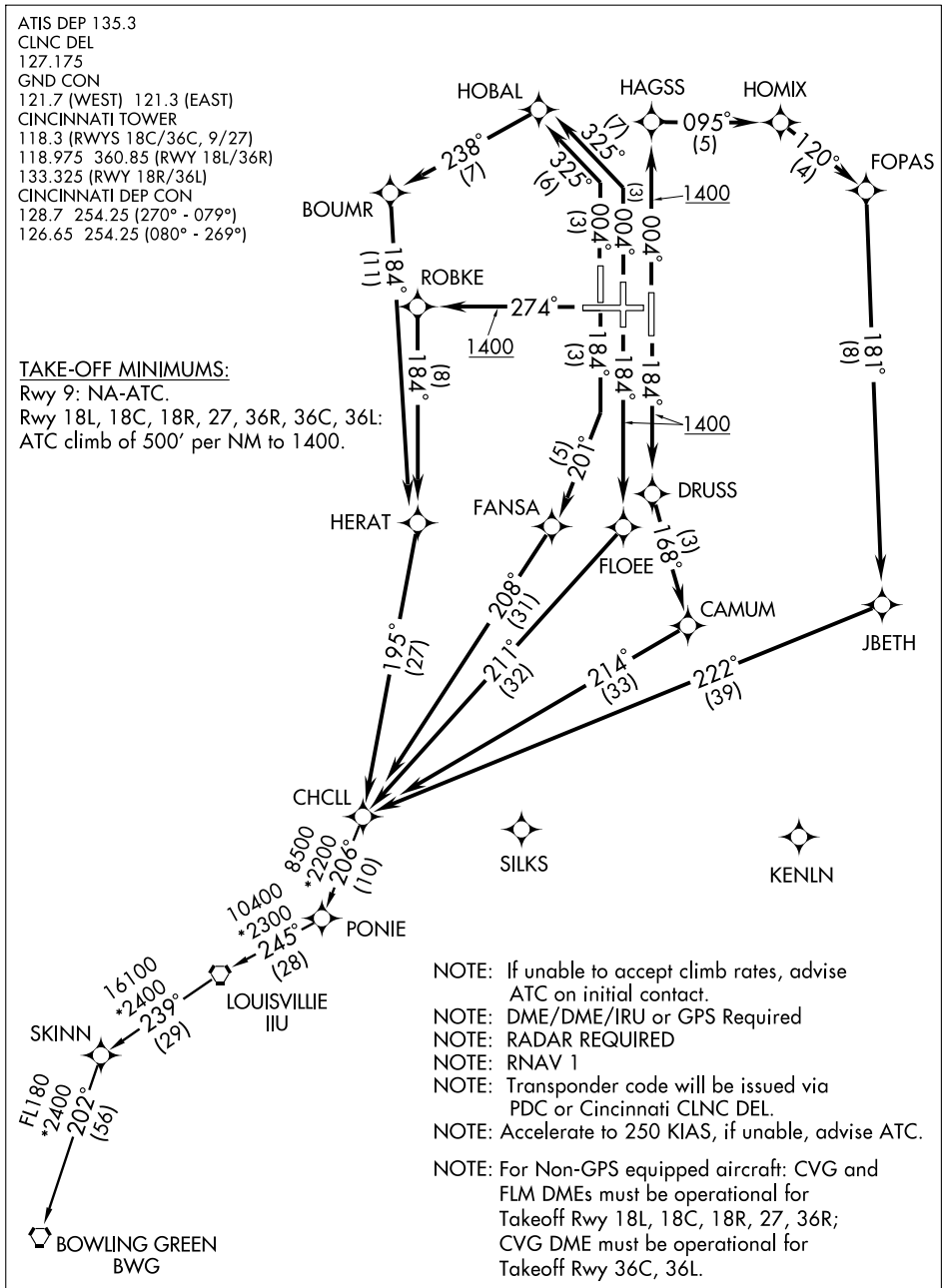
NOTE: Chart not to scale.

SE-1, 22 OCT 2009 to 19 NOV 2009

CHCLL ONE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° - 079°)
126.65 254.25 (080° - 269°)



TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36R; CVG DME must be operational for Takeoff Rwy 36C, 36L.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL1.BWG)

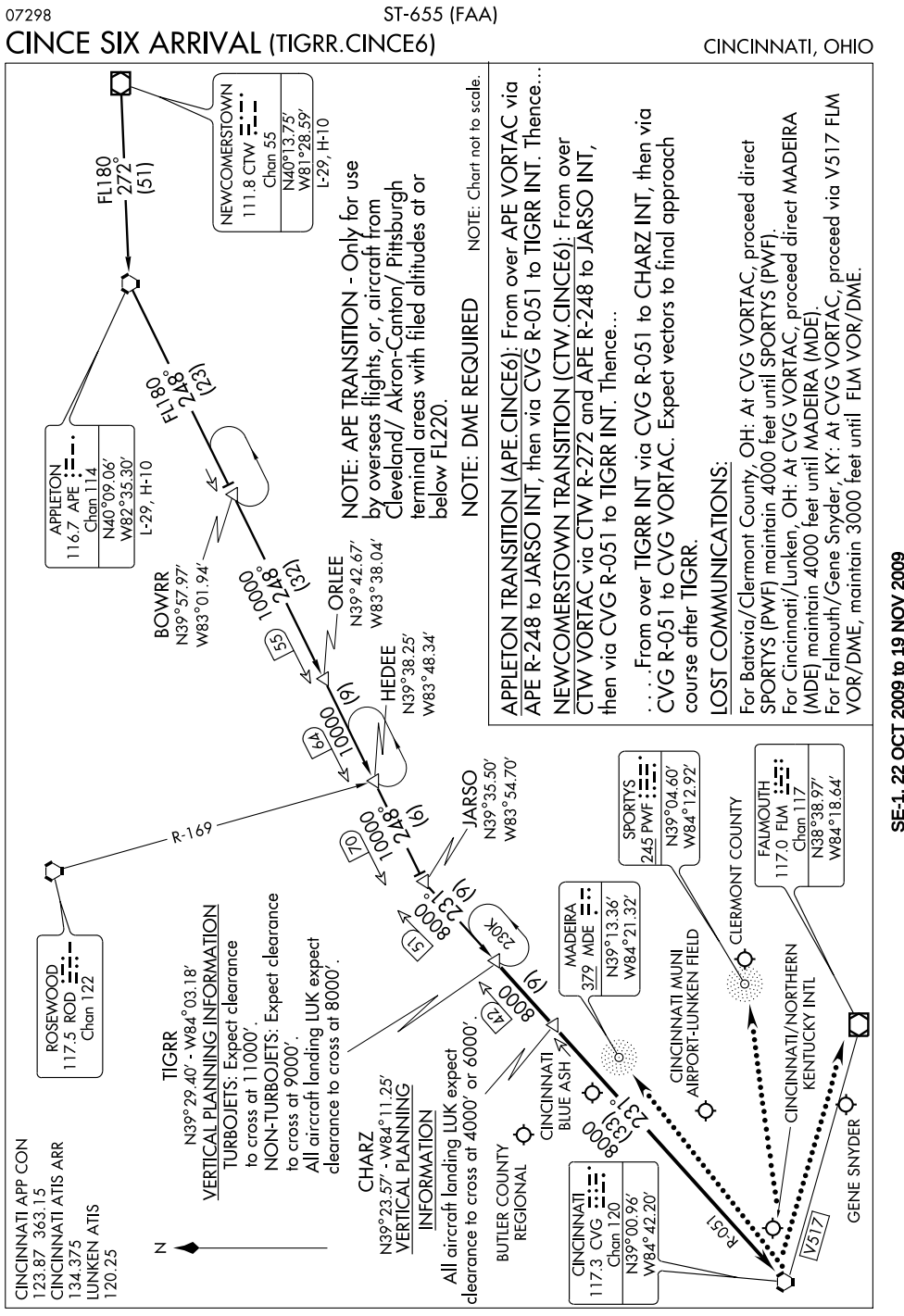
LOUISVILLE TRANSITION (CHCLL1.IIU)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 22 OCT 2009 to 19 NOV 2009

CINCE SIX ARRIVAL (TIGRR.CINCE6)

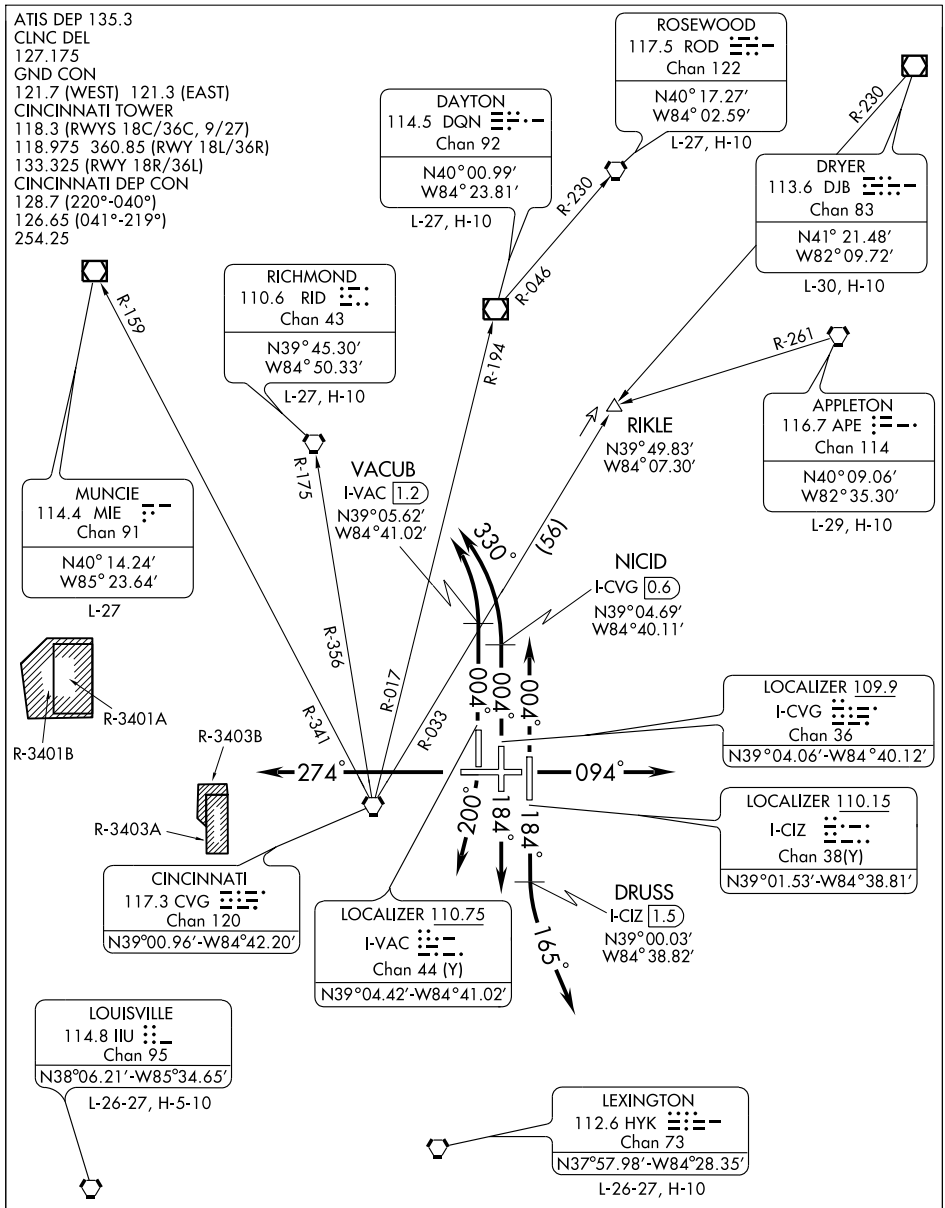
CINCINNATI, OHIO



CINCINNATI TWO DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY



NOTE: Radar Required.

NOTE: DME Required Rwy 18L/36L/36C.

NOTE: TURBOJETS: Accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

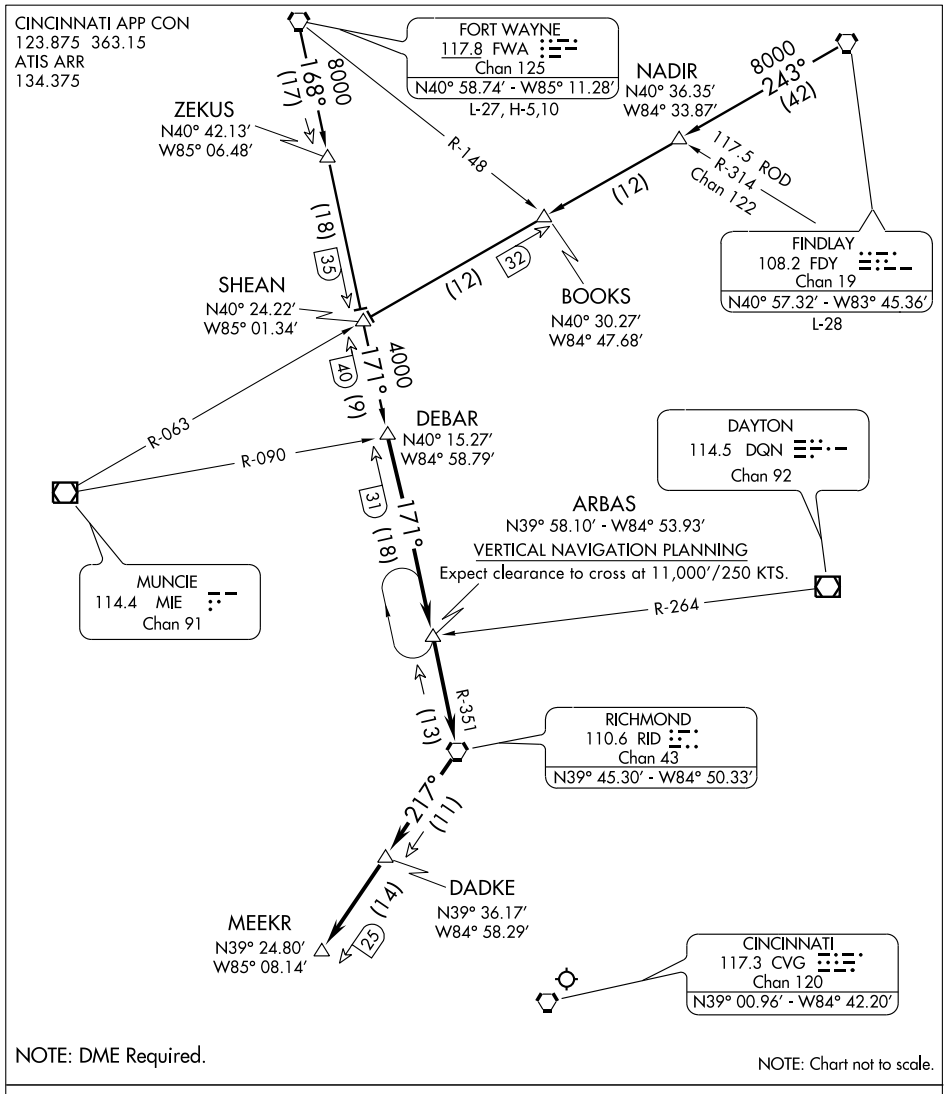
TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385′ from DER, 1117′ right of centerline, 68′ AGL/988′ MSL.
Trees beginning 4562′ from DER, 900′ left of centerline, up to 98′ AGL/1003′ MSL.
Rwy 18C: Multiple Trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL.
Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple Trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL.
Trees beginning 1951′ from DER, 482′ right of centerline, from 95′ AGL/965′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL.
Multiple Trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL.
Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL..

SE-1, 22 OCT 2009 to 19 NOV 2009

DEBAR ONE ARRIVAL

COVINGTON, KENTUCKY



NOTE: DME Required.

NOTE: Chart not to scale.

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.

SE-1, 22 OCT 2009 to 19 NOV 2009

GAVNN TWO ARRIVAL (RNAV) (GAVNN.GAVNN2) 09295

CINCINNATI/ NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

ST-655 (FAA)

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

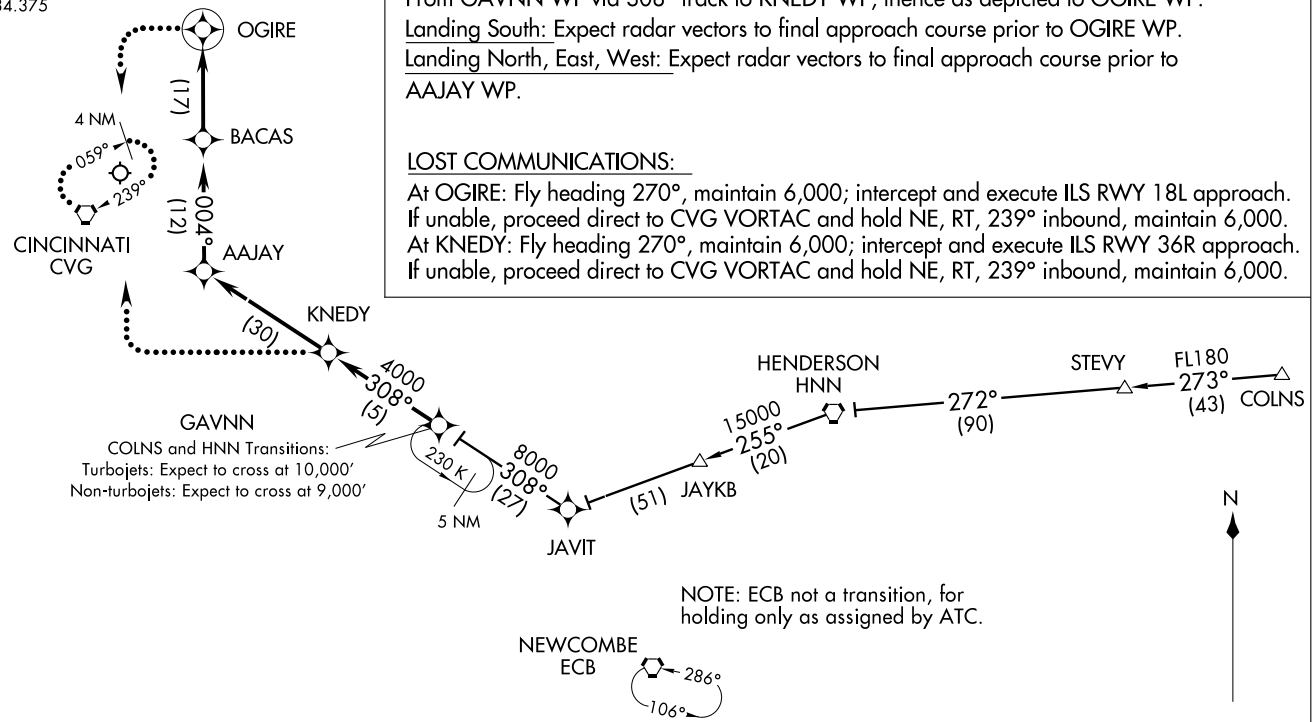
COLNS TRANSITION (COLNS.GAVNN2):

HENDERSON TRANSITION (HNN.GAVNN2):

From GAVNN WP via 308° track to KNEDY WP, thence as depicted to OGIRE WP.
Landing South: Expect radar vectors to final approach course prior to OGIRE WP.
Landing North, East, West: Expect radar vectors to final approach course prior to AAJAY WP.

LOST COMMUNICATIONS:

At OGIRE: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6,000.
At KNEDY: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6,000.



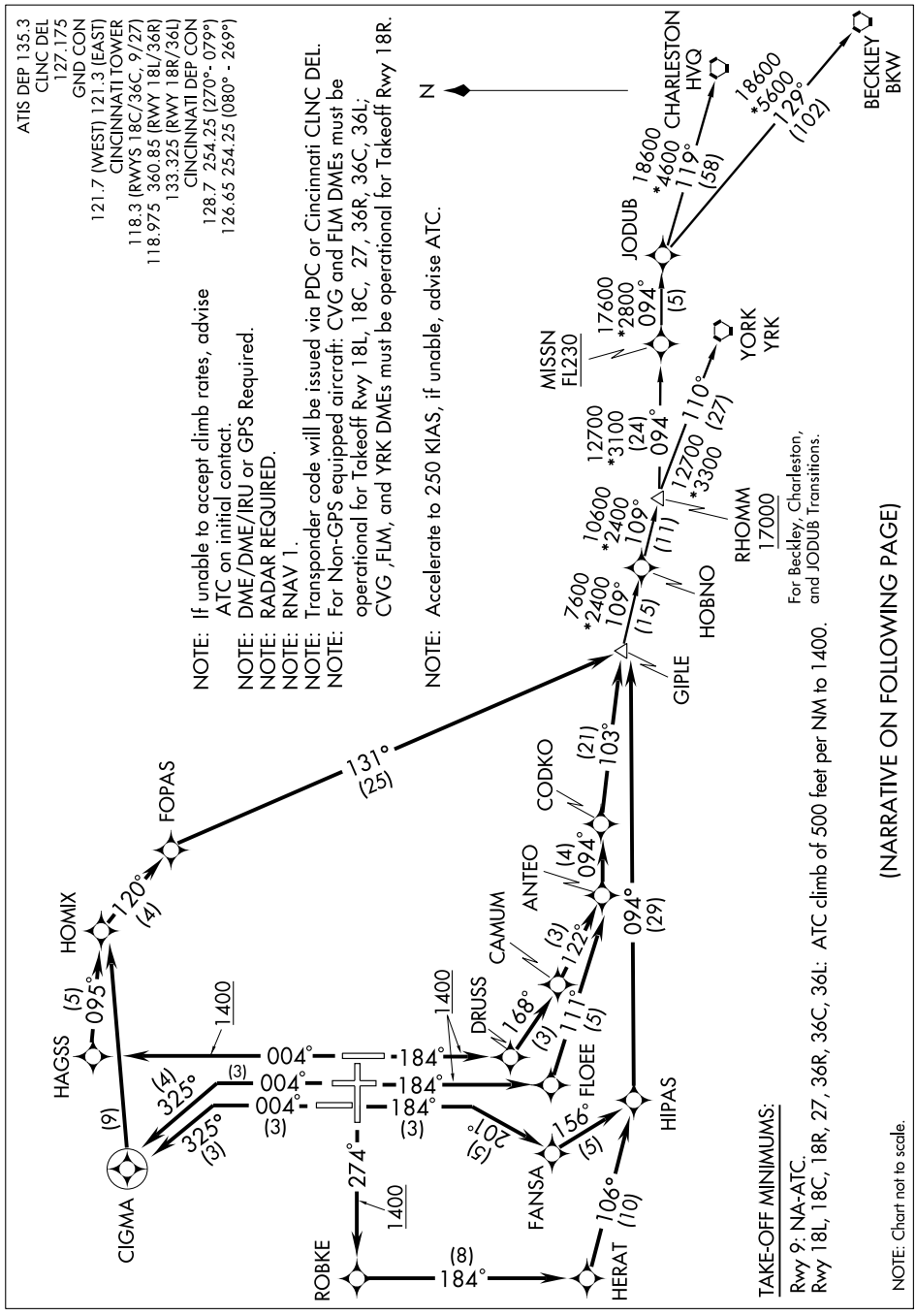
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft ECB, YRK, CVG and FLM must be operational.

NOTE: Chart not to scale.

GIPLE TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE2.BKW):

CHARLESTON TRANSITION (GIPLE2.HVQ)

JODUB TRANSITION (GIPLE2.JODUB)

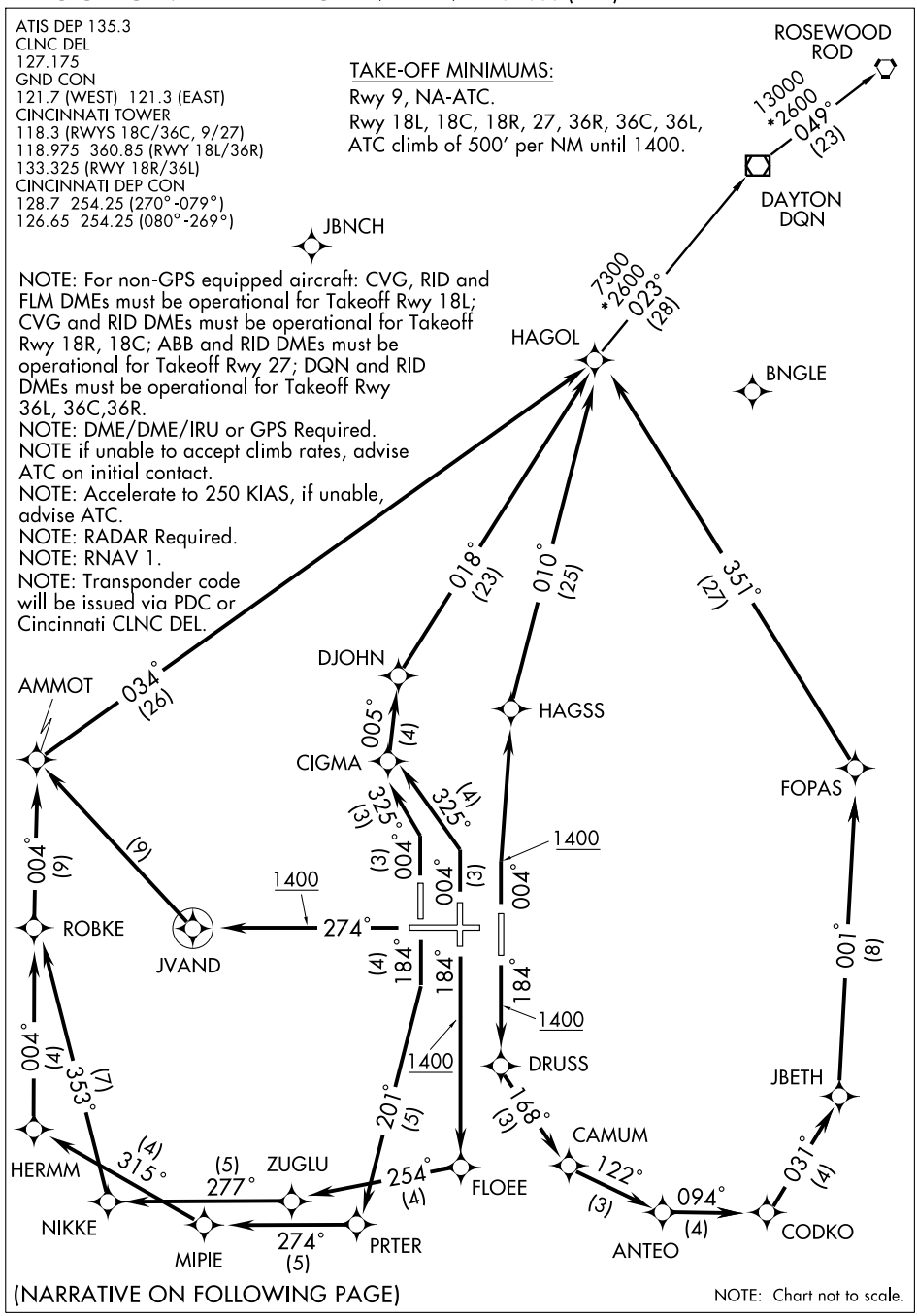
YORK TRANSITION (GIPLE2.YRK): Limited to aircraft filed at or below FL220.

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

HAGOL ONE DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct AMMOT, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

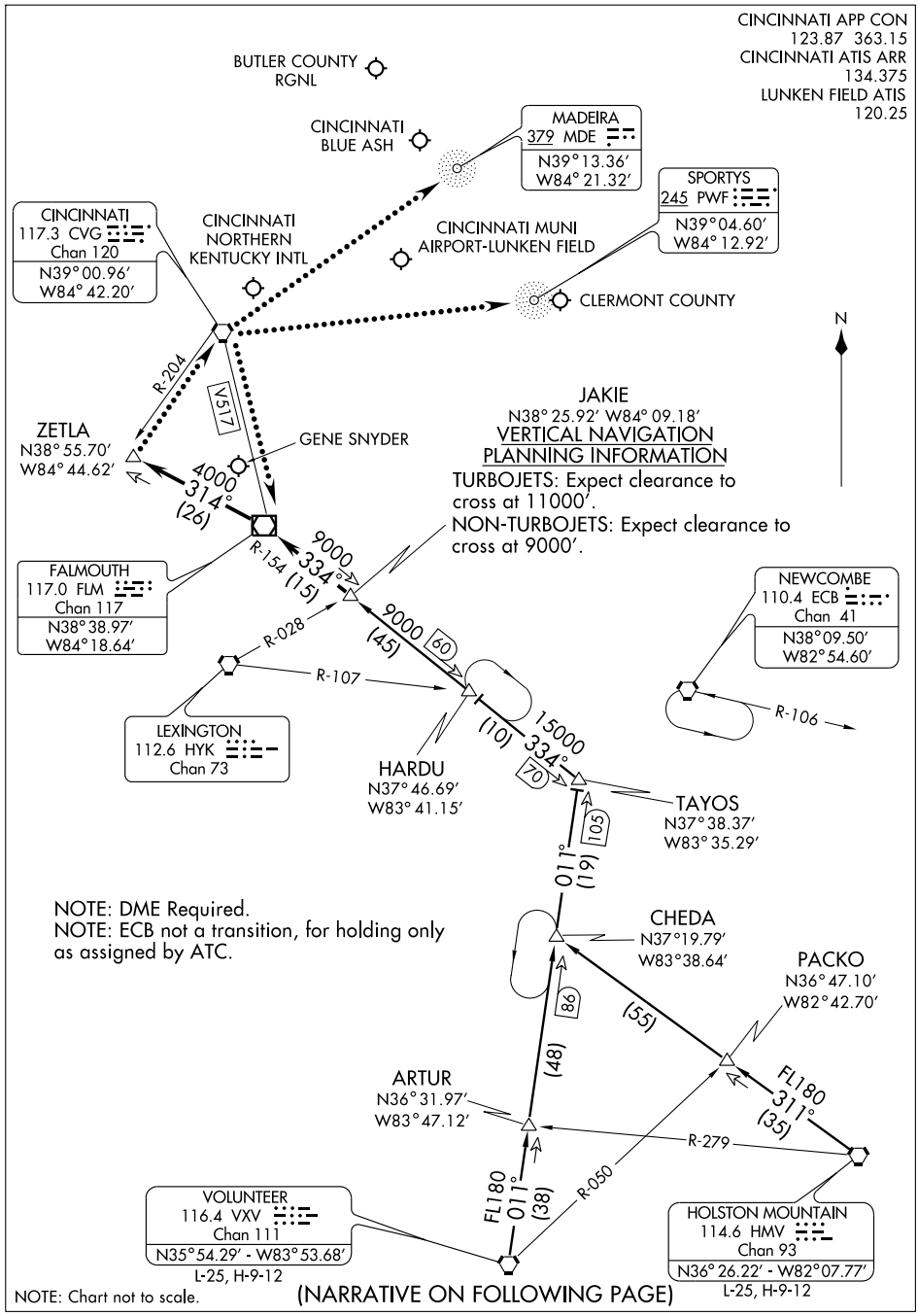
DAYTON TRANSITION (HAGOL1.DQN):
ROSEWOOD TRANSITION (HAGOL1.ROD):

TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline, up to 95′ AGL/965′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:
For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-URN	APP CRS	Rwy ldg	11880
111.9	094°	TDZE	883
Chan 56		Apt Elev	896

ILS or LOC RWY 9

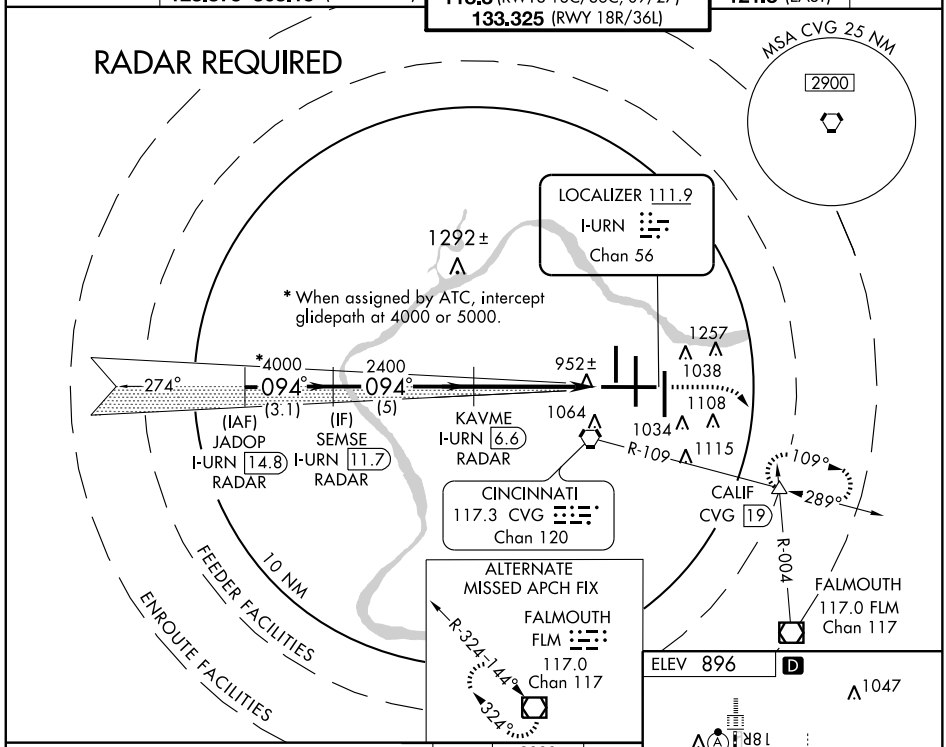
COVINGTON/
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

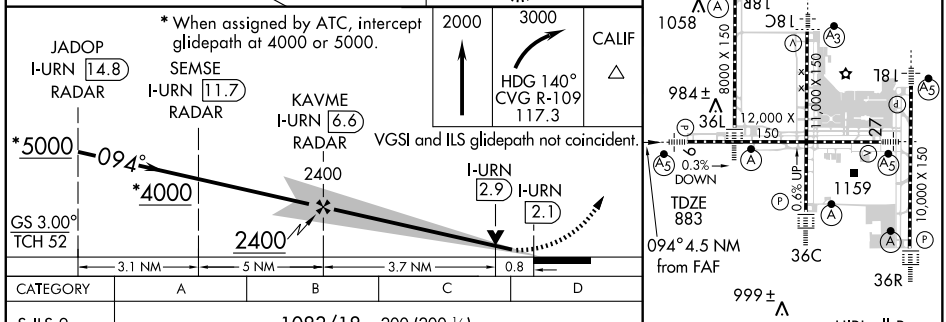
For inoperative MALSR, increase S-LOC 9 Cat. D visibility to RVR 5000. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF Int/19 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		





HIRL all Rwys
TDZ/CL all Rwys except 9-27

CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24 337 (400-½)			1220/40 337 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SIC	APP CRS	Rwy ldg	11000
111.55	184°	TDZE	875
Chan 52 (Y)		Apt Elev	896

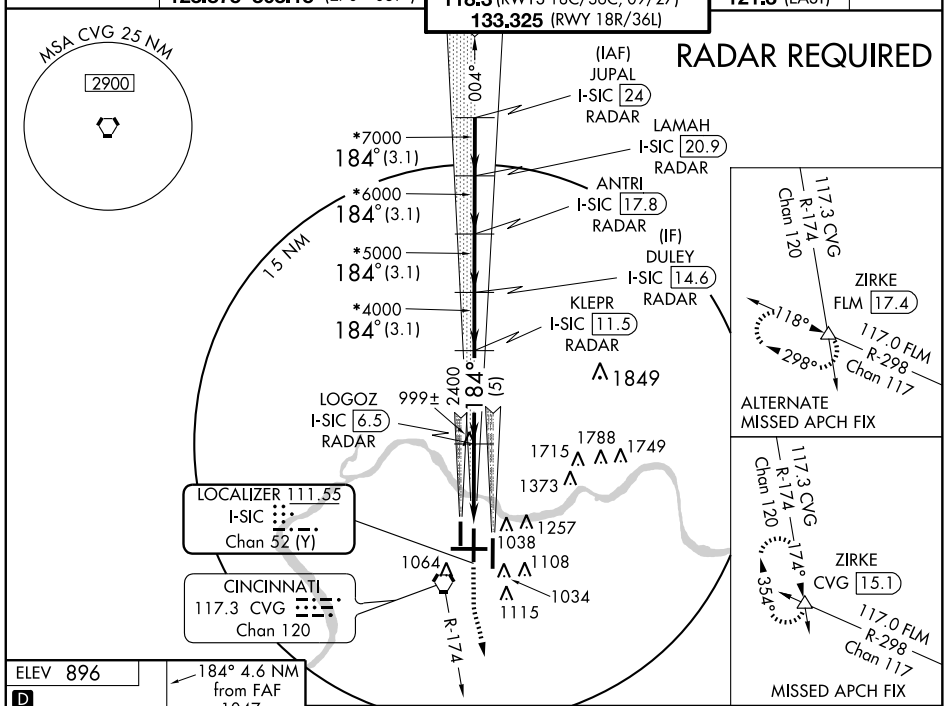
COVINGTON / ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

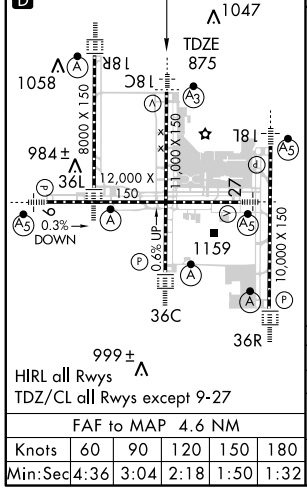
Simultaneous approach authorized with Rwy 18L and 18R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

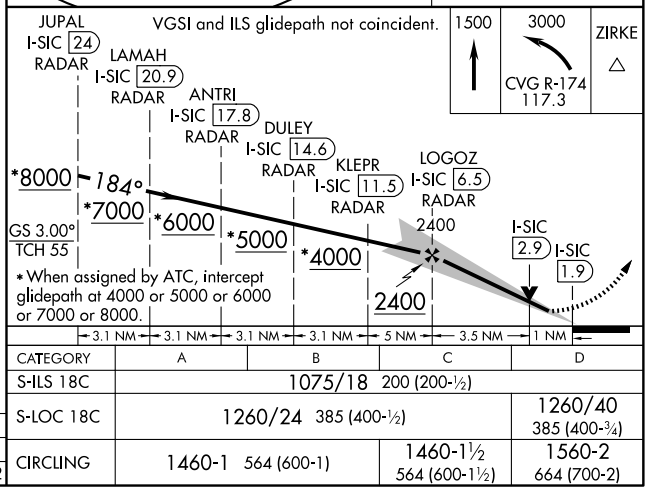
SSALR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/CVG 15.1 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)			1260/40 385 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

LOC/DME I-CIZ 110.15 Chan 38 (Y)	APP CRS 184°	Rwy ldg 10000 TDZE 889 Apt Elev 896

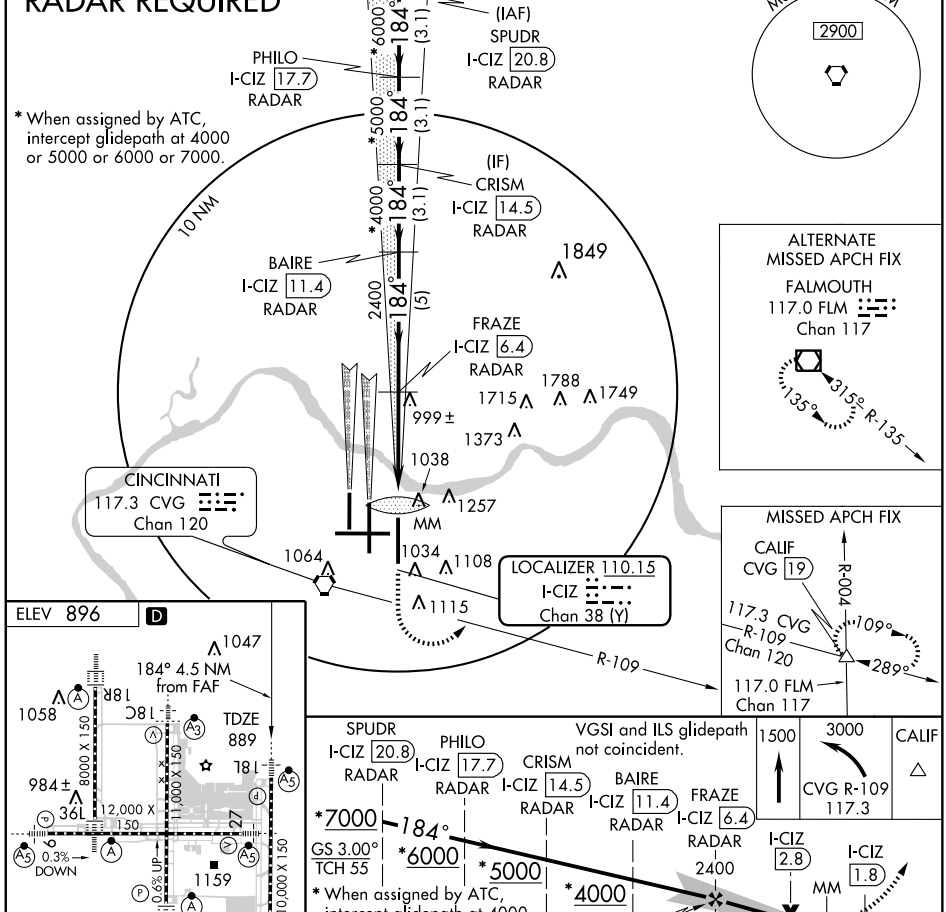
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18L

Simultaneous approach authorized with Rwy 18C and 18R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-CJN	APP CRS	Rwy ldg	8000
110.75	184°	TDZE	868
Chan 44 (Y)		Apt Elev	896

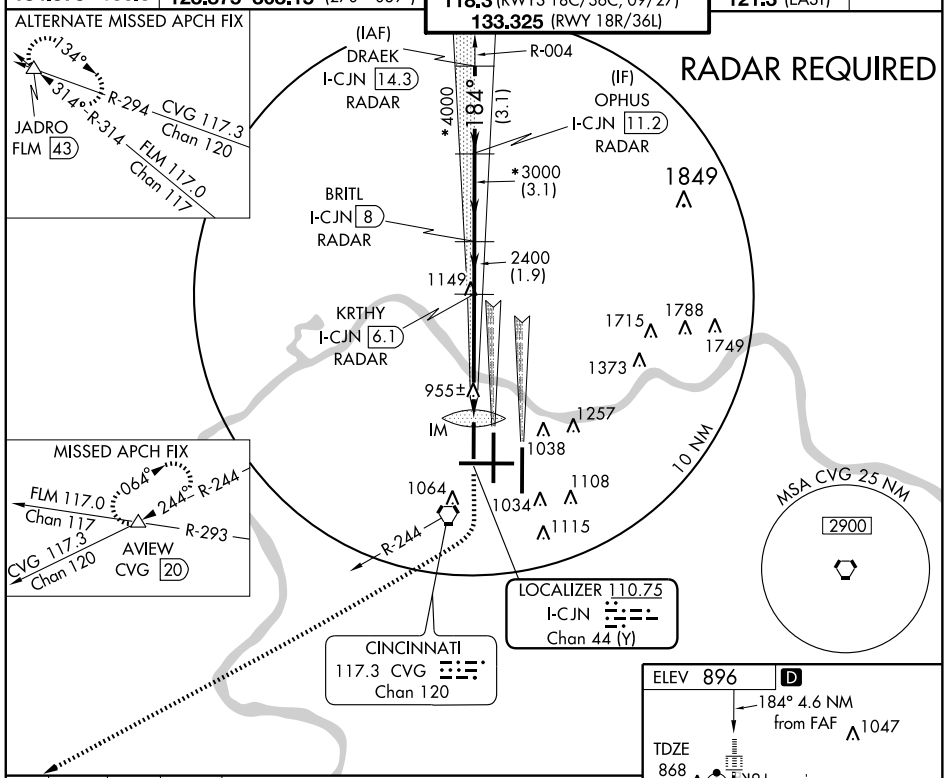
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18R

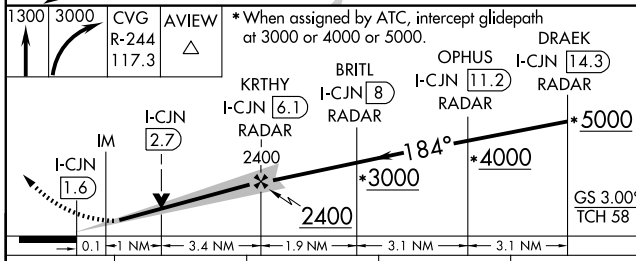
Simultaneous approach authorized with Rwy 18C and 18L. LOC procedure NA during simultaneous operations. DME or RADAR required.

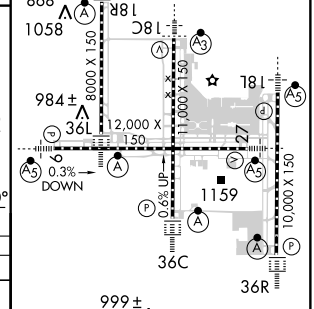
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1300/24 432 (500-½)		1300/40 432 (500-¾)	1300/50 432 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-JDP	APP CRS	Rwy ldg	12000
108.7	274°	TDZE	875
		Apt Elev	896

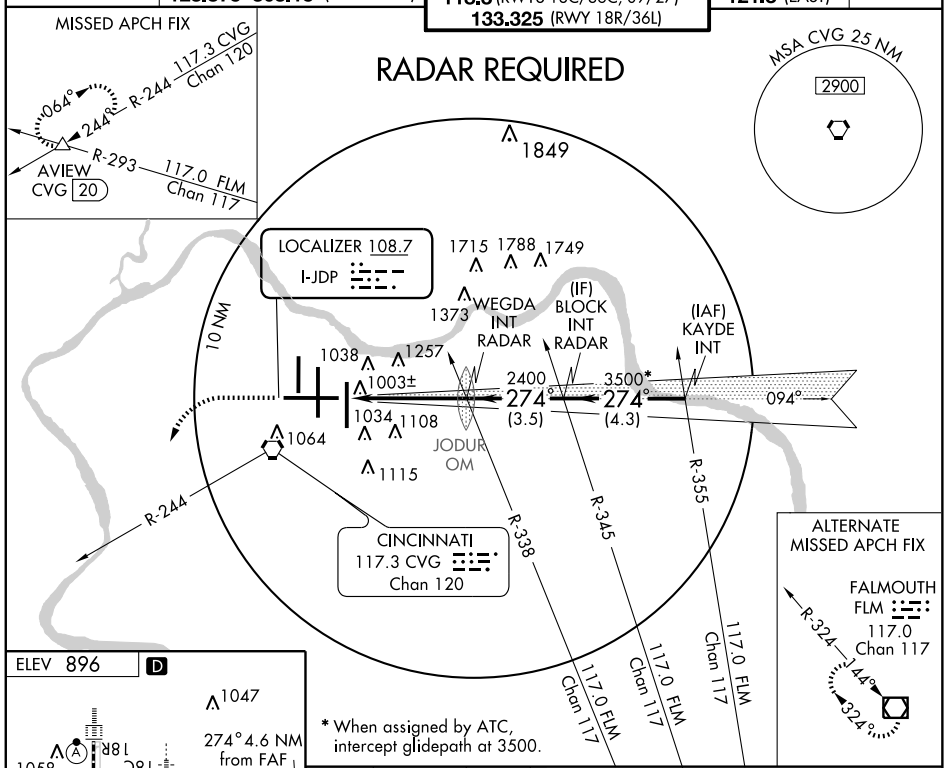
ILS or LOC RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

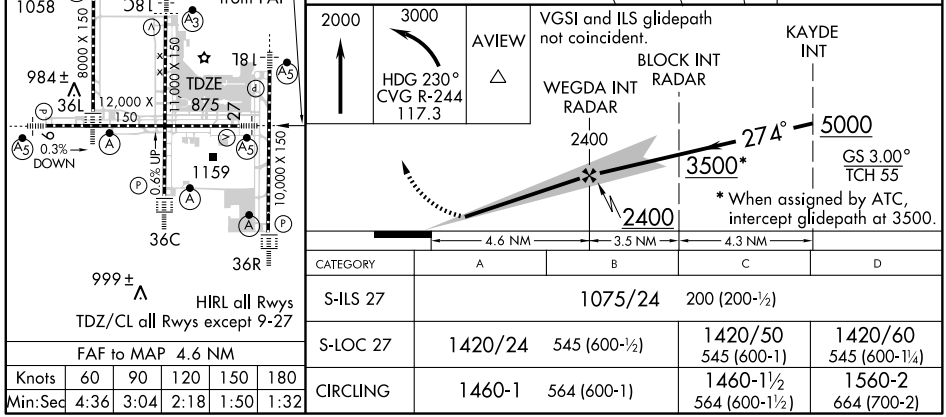
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and CVG R-244 to AVIEW Int/CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



* When assigned by ATC, intercept glidepath at 3500.



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 27	1075/24	200 (200-½)		
S-LOC 27	1420/24	545 (600-½)	1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CVG	APP CRS	Rwy ldg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

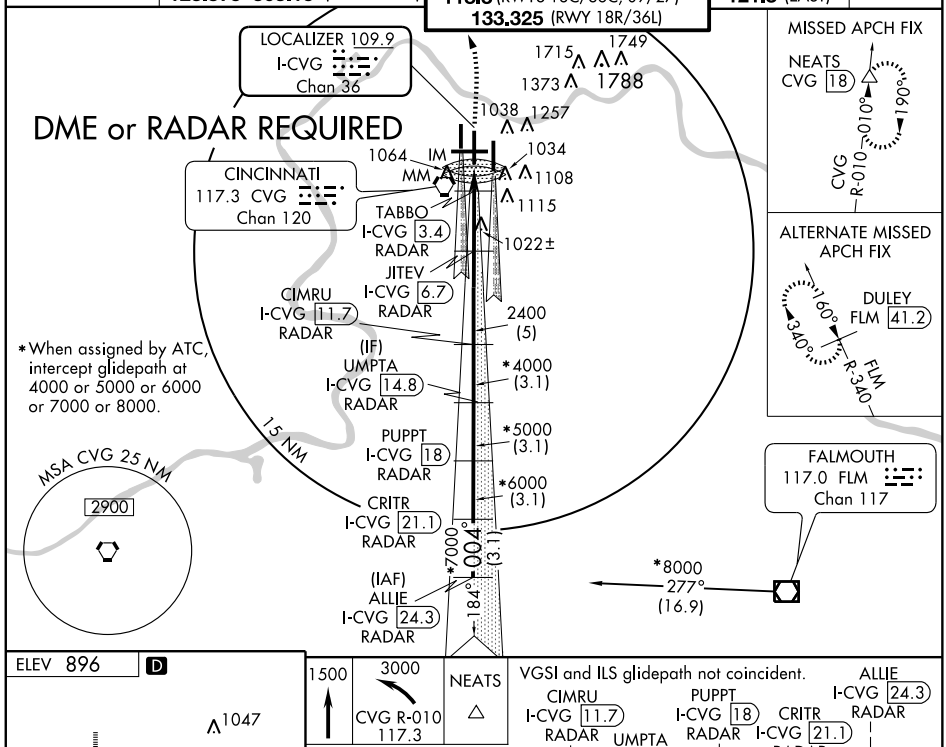
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36C

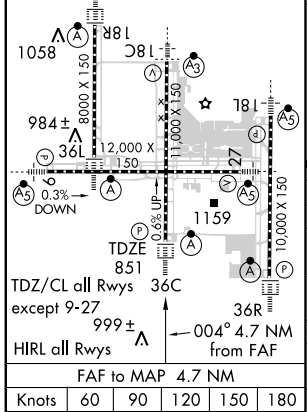
Simultaneous approach authorized with Rwy 36L and 36R.
LOC procedure NA during simultaneous operations.
DME REQUIRED.

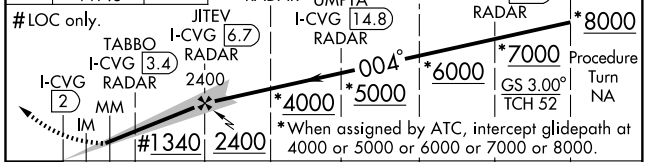
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
S-ILS 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24 489 (500-½)		1340/40 489 (500-¾)	1340/50 489 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24 409 (400-½)		1260/40 409 (400-¾)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-VAC	APP CRS	Rwy ldg	8000
110.75	004°	TDZE	873
Chan 44 (Y)		Apt Elev	896

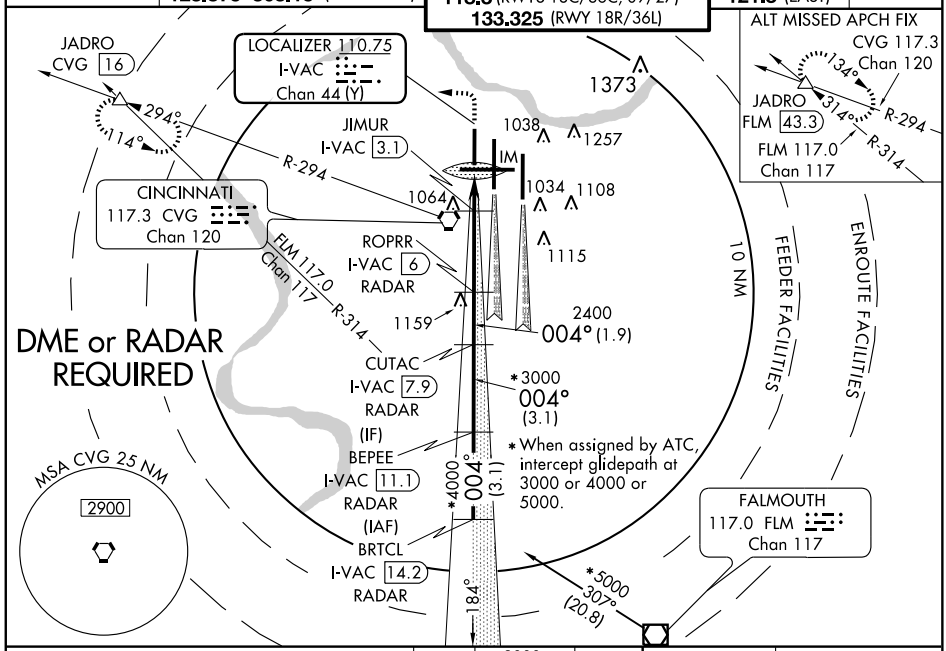
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36L

Simultaneous approach authorized with Rwys 36C and 36R. LOC procedure NA during simultaneous operations. DME Required.

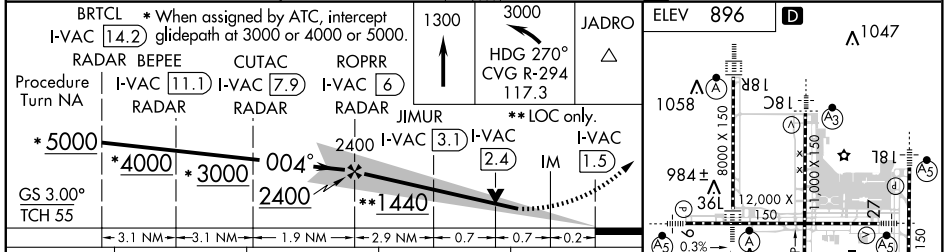
ALSF-2

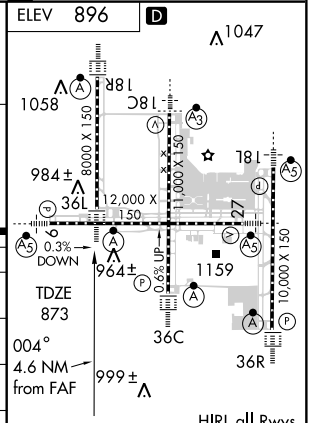
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.





CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1440/24 567 (600-½)		1440/50 567 (600-1)	1440/60 567 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
JIMUR FIX MINIMUMS				
S-LOC 36L	1220/24 347 (400-½)			1220/40 347 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EEI	APP CRS	Rwy ldg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

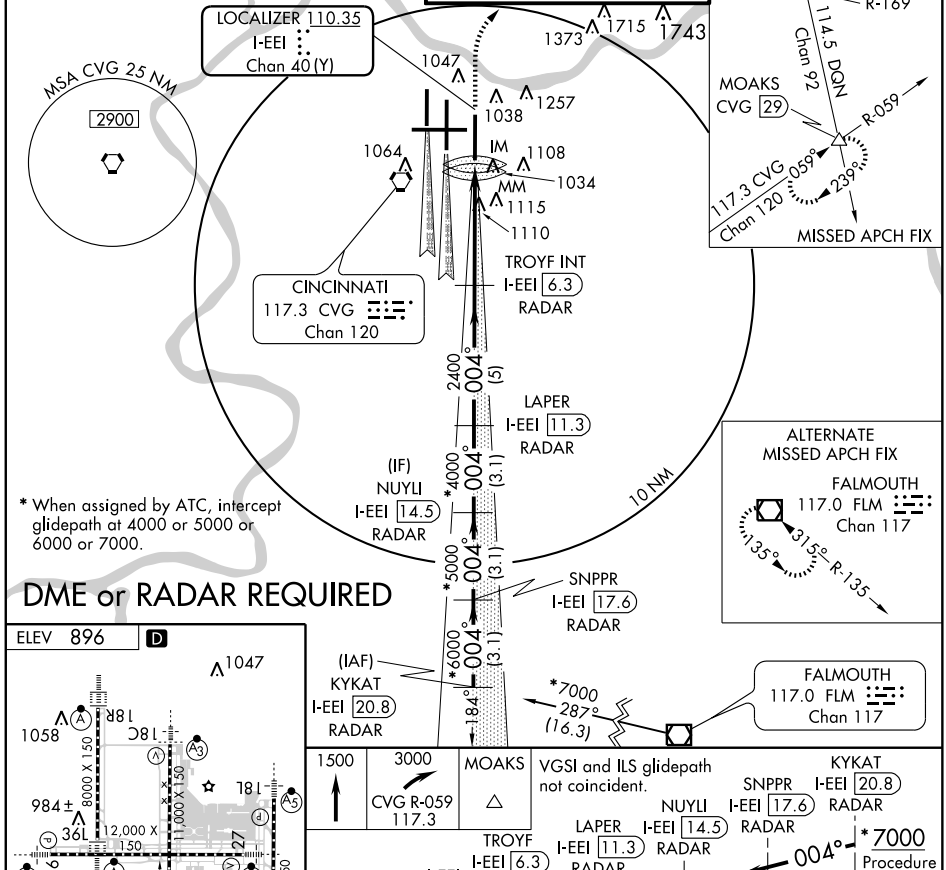
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36R

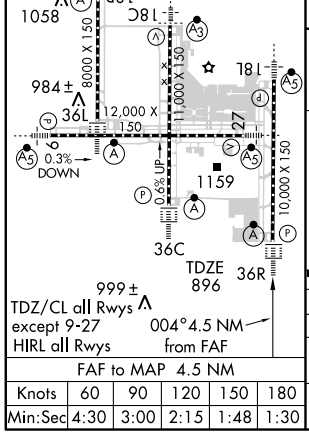
Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 36R	1096/18 200 (200-½)			
S-LOC 36R	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-CJN	APP CRS	Rwy ldg	8000
110.75	184°	TDZE	868
Chan 44 (Y)		Apt Elev	896

ILS RWY 18R (CAT II)

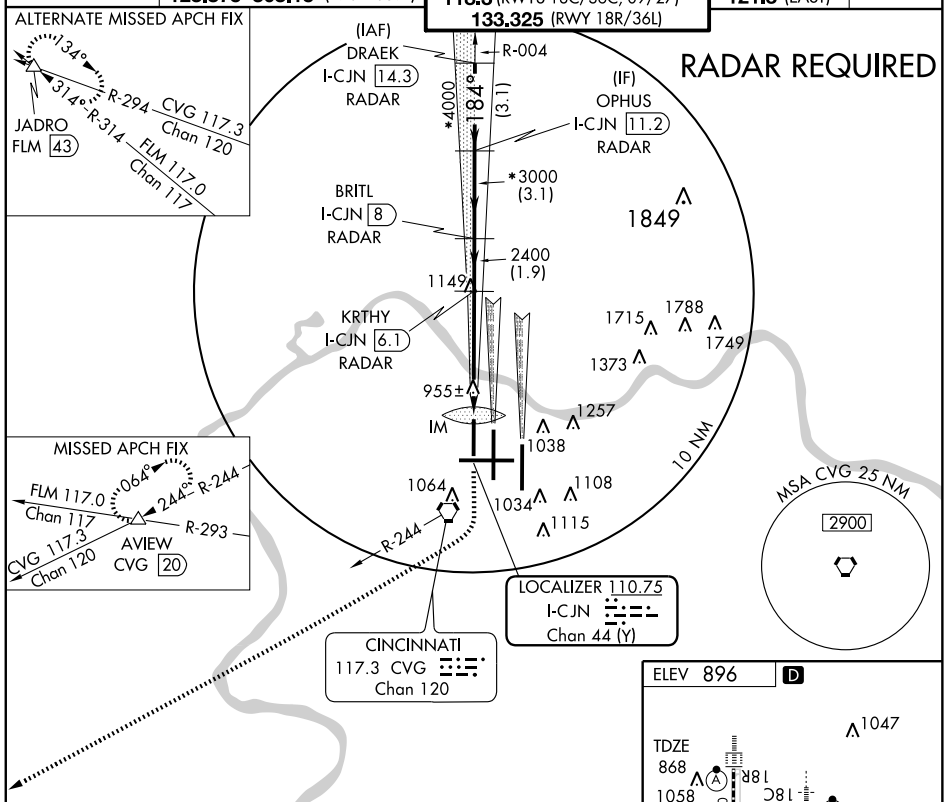
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 18C and 18L.
DME or RADAR required.

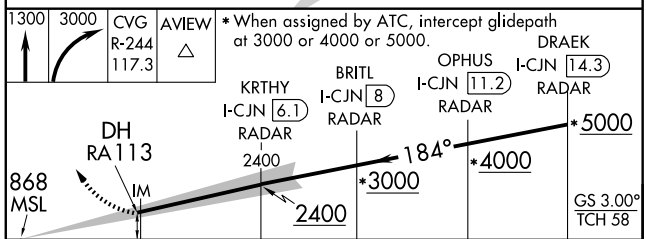
ALSF-2

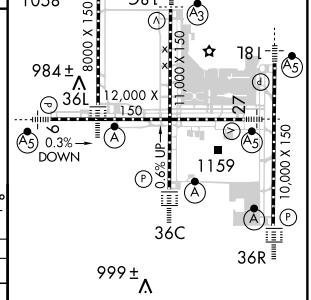
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT /CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



SE-1, 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
S-ILS-28R	968/12 100 RA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CVG	APP CRS	Rwy ldg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

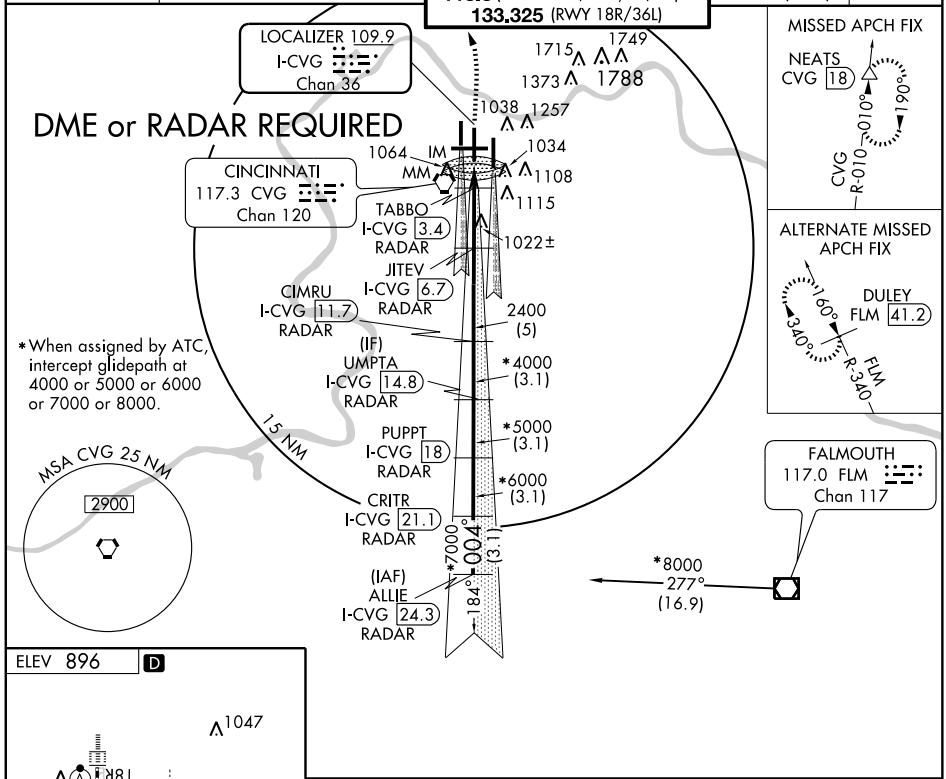
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT II)

Simultaneous approach authorized with Rwy 36L and 36R.
DME REQUIRED.

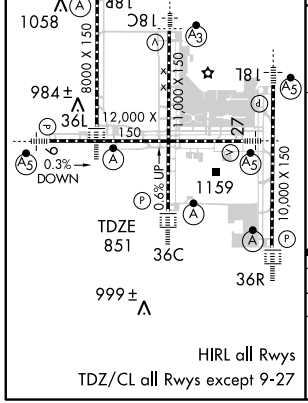
ALSF-2

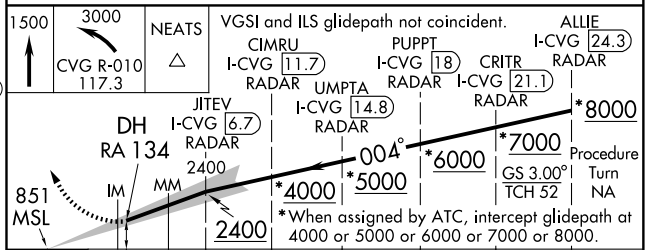
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



SE-1, 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
S-ILS-36C	951/12 100 RA 134			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-CVG	APP CRS	Rwy ldg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

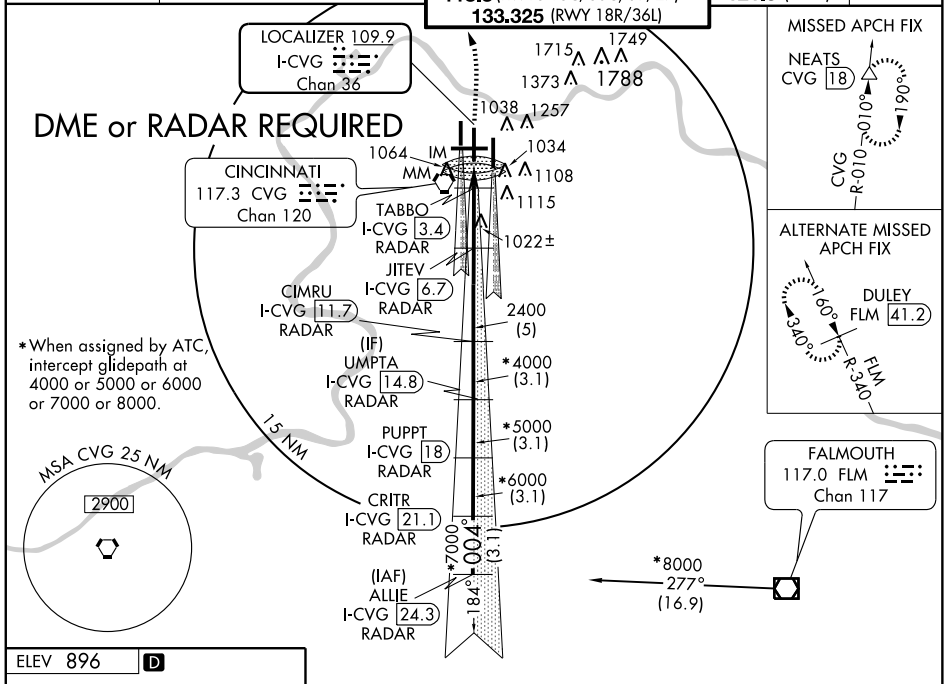
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT III)

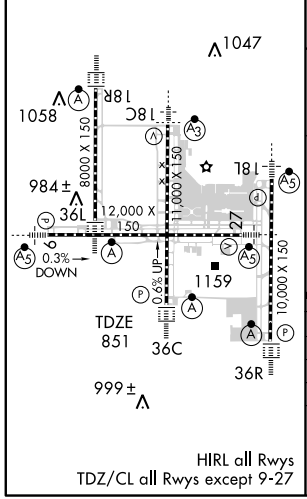
Simultaneous approach authorized with Rwy 36R and 36L.
DME or RADAR REQUIRED.

ALSF-2

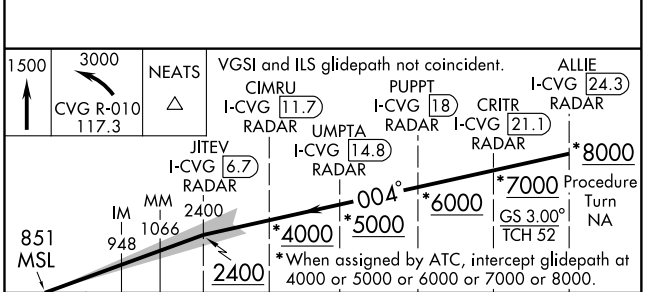
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		





HIRL all Rwys
TDZ/CL all Rwys except 9-27



CATEGORY	A	B	C	D
S-ILS 36C		CAT IIIa	RVR 07	
S-ILS 36C		CAT IIIb	RVR 06	
S-ILS 36C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-VAC	APP CRS	Rwy ldg	8000
110.75	004°	TDZE	873
Chan 44 (Y)		Apt Elev	896

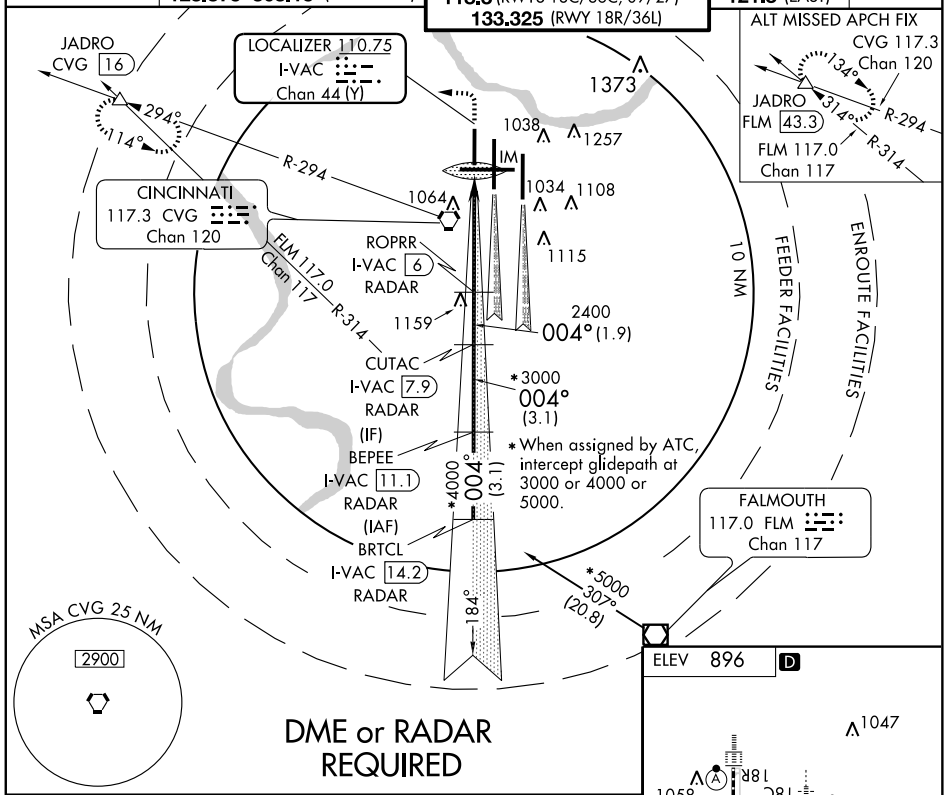
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36L (CAT II)

Simultaneous approach authorized with Rwys 36C and 36R. DME Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

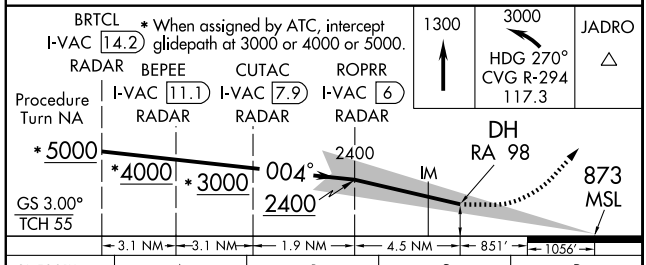
ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

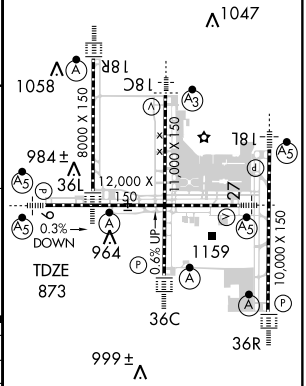
ELEV 896 D

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS-36L	973/12 100 RA 98			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EEI	APP CRS	Rwy ldg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

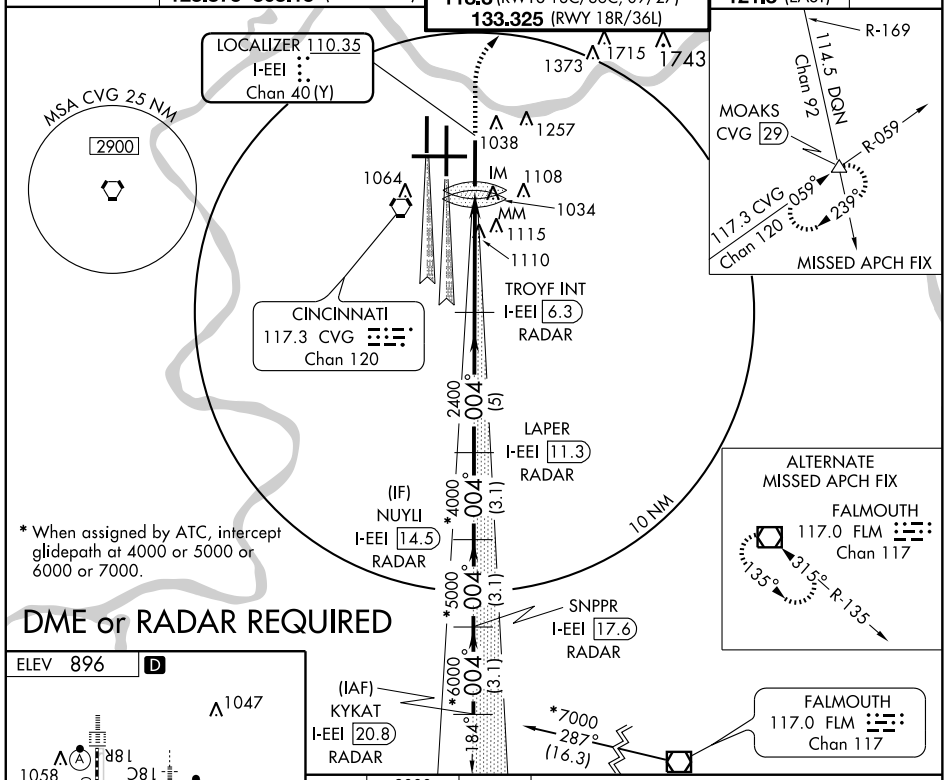
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT II)

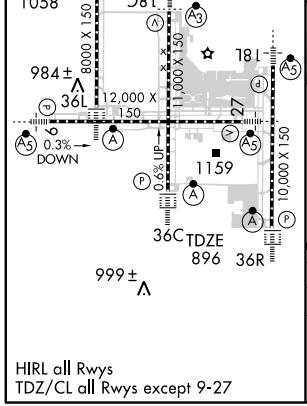
Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

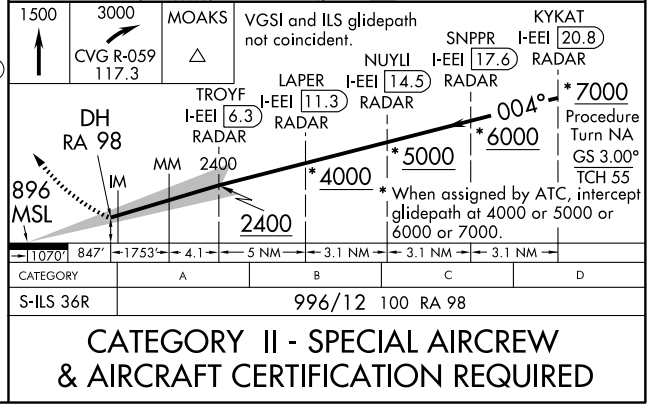
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
S-ILS 36R	996/12 100 RA 98			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 004°	Rwy ldg 10000 TDZE 896 Apt Elev 896

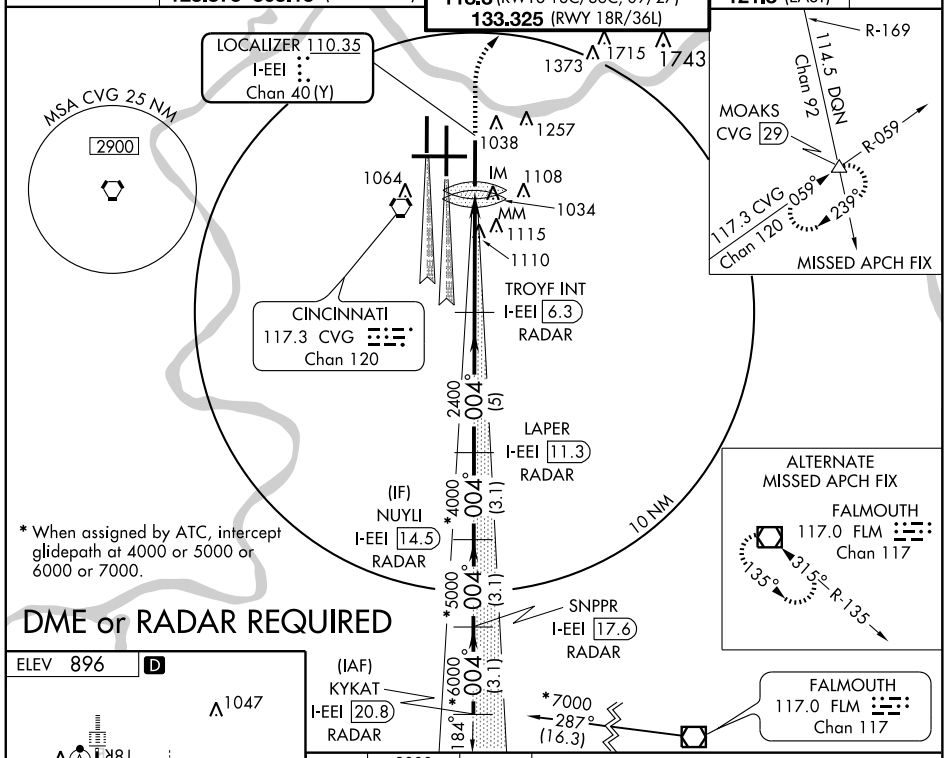
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT III)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

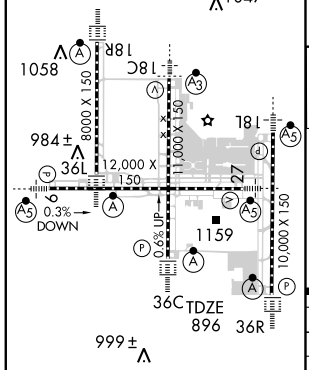
ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175



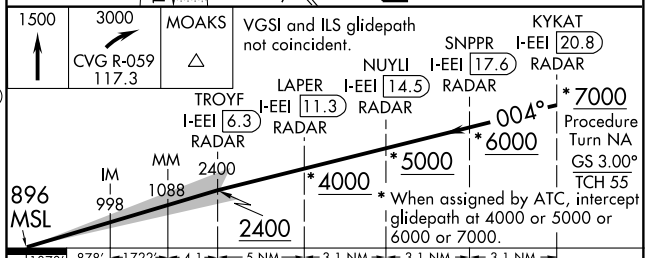
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED

ELEV 896 D



HIRL all Rwys
TDZ/CL all Rwys except 9-27



* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 22 OCT 2009 to 19 NOV 2009

JAKIE ONE ARRIVAL (RNAV)

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

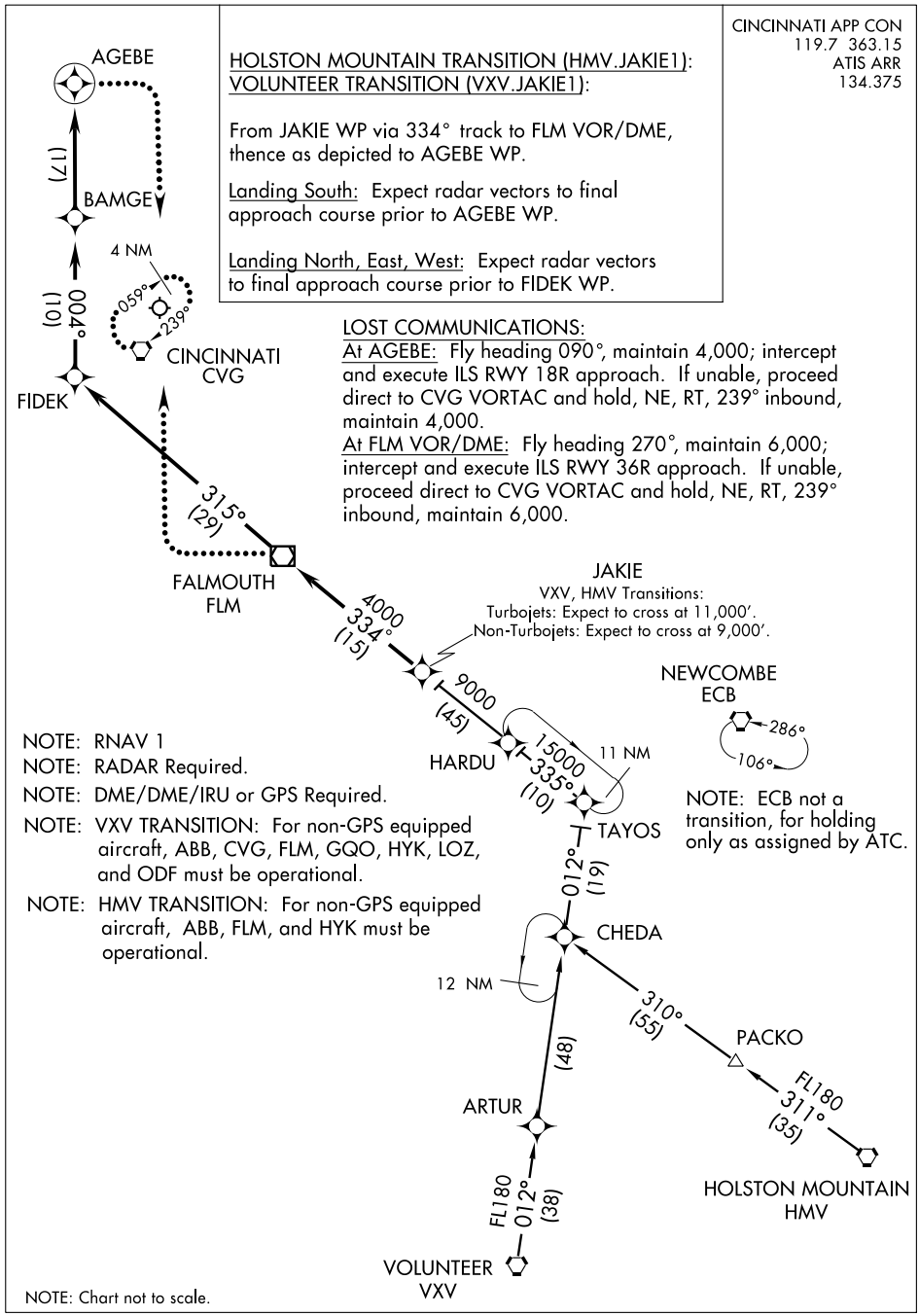
HOLSTON MOUNTAIN TRANSITION (HMV.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK WP.

LOST COMMUNICATIONS:
At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
At FLM VOR/DME: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



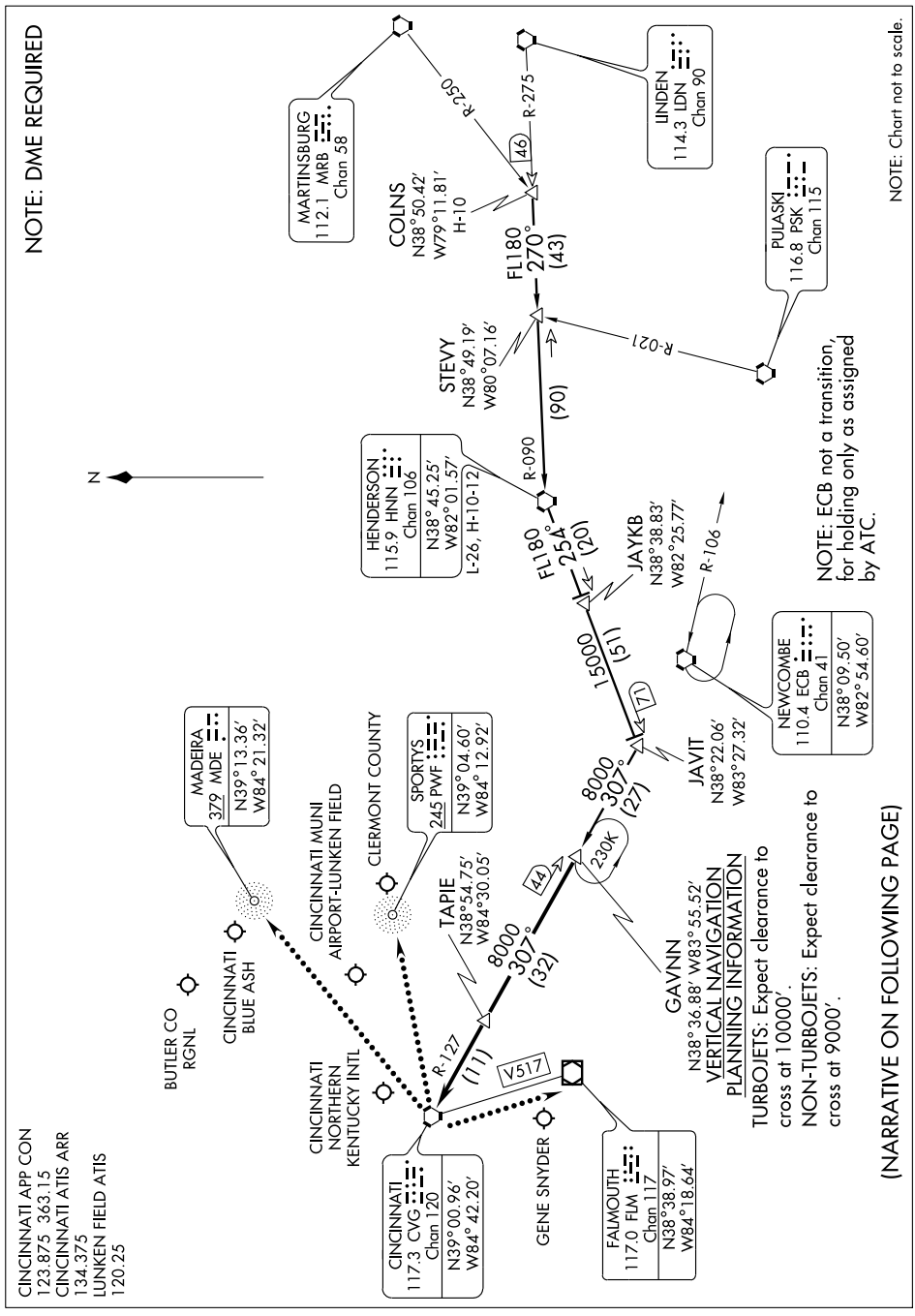
NOTE: RNAV 1
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: VXV TRANSITION: For non-GPS equipped aircraft, ABB, CVG, FLM, GQO, HYK, LOZ, and ODF must be operational.
NOTE: HMV TRANSITION: For non-GPS equipped aircraft, ABB, FLM, and HYK must be operational.

NOTE: ECB not a transition, for holding only as assigned by ATC.

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 22 OCT 2009 to 19 NOV 2009

JBNCH ONE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY

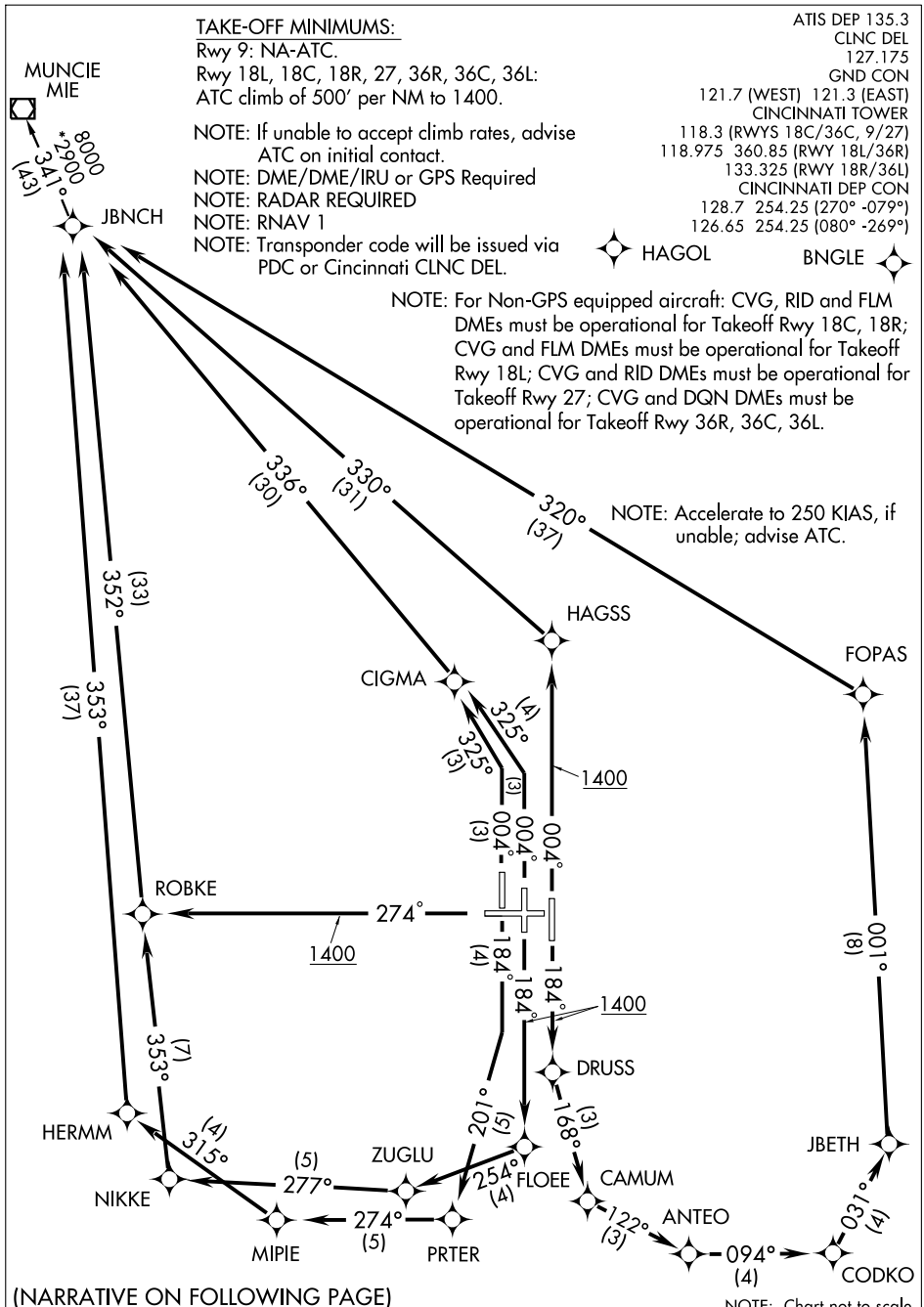
TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° -079°)
126.65 254.25 (080° -269°)

NOTE: For Non-GPS equipped aircraft: CVG, RID and FLM DMEs must be operational for Takeoff Rwy 18C, 18R; CVG and FLM DMEs must be operational for Takeoff Rwy 18L; CVG and RID DMEs must be operational for Takeoff Rwy 27; CVG and DQN DMEs must be operational for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if unable; advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then right turn via 352° track to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH1.MIE)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

KENLN ONE DEPARTURE (RNAV)

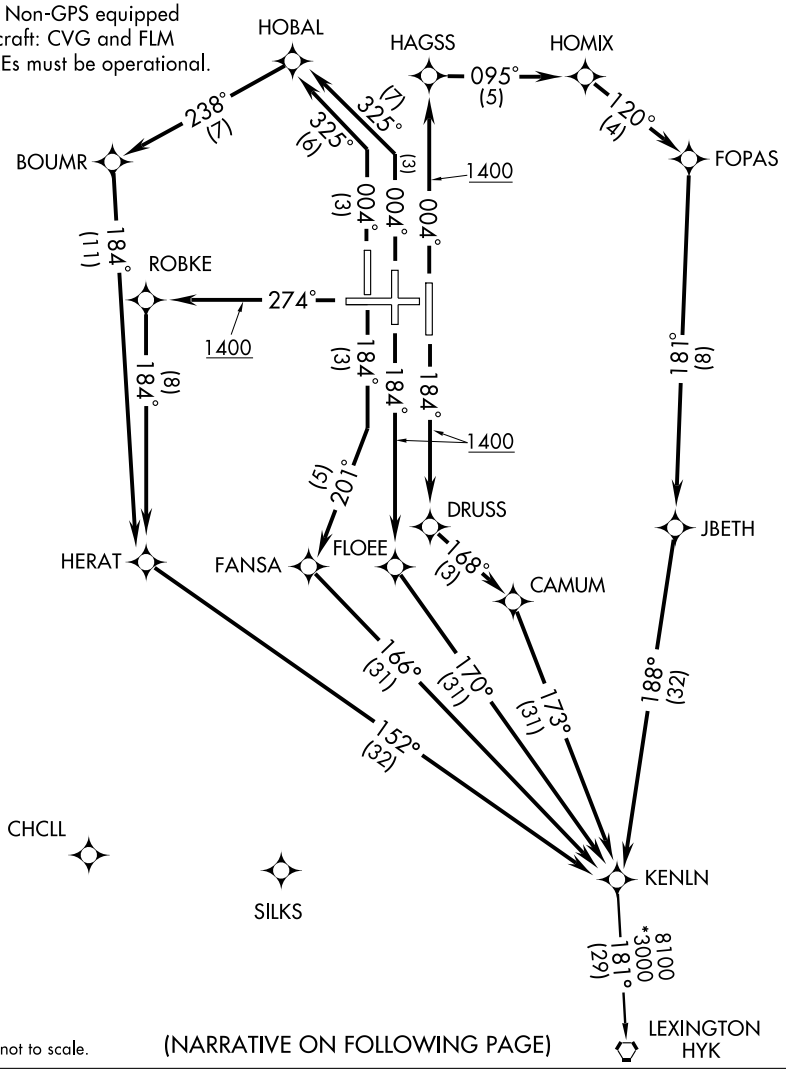
SL-655 (FAA) COVINGTON, KENTUCKY

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270°- 079°)
126.65 254.25 (080° - 269°)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN1.HYK)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

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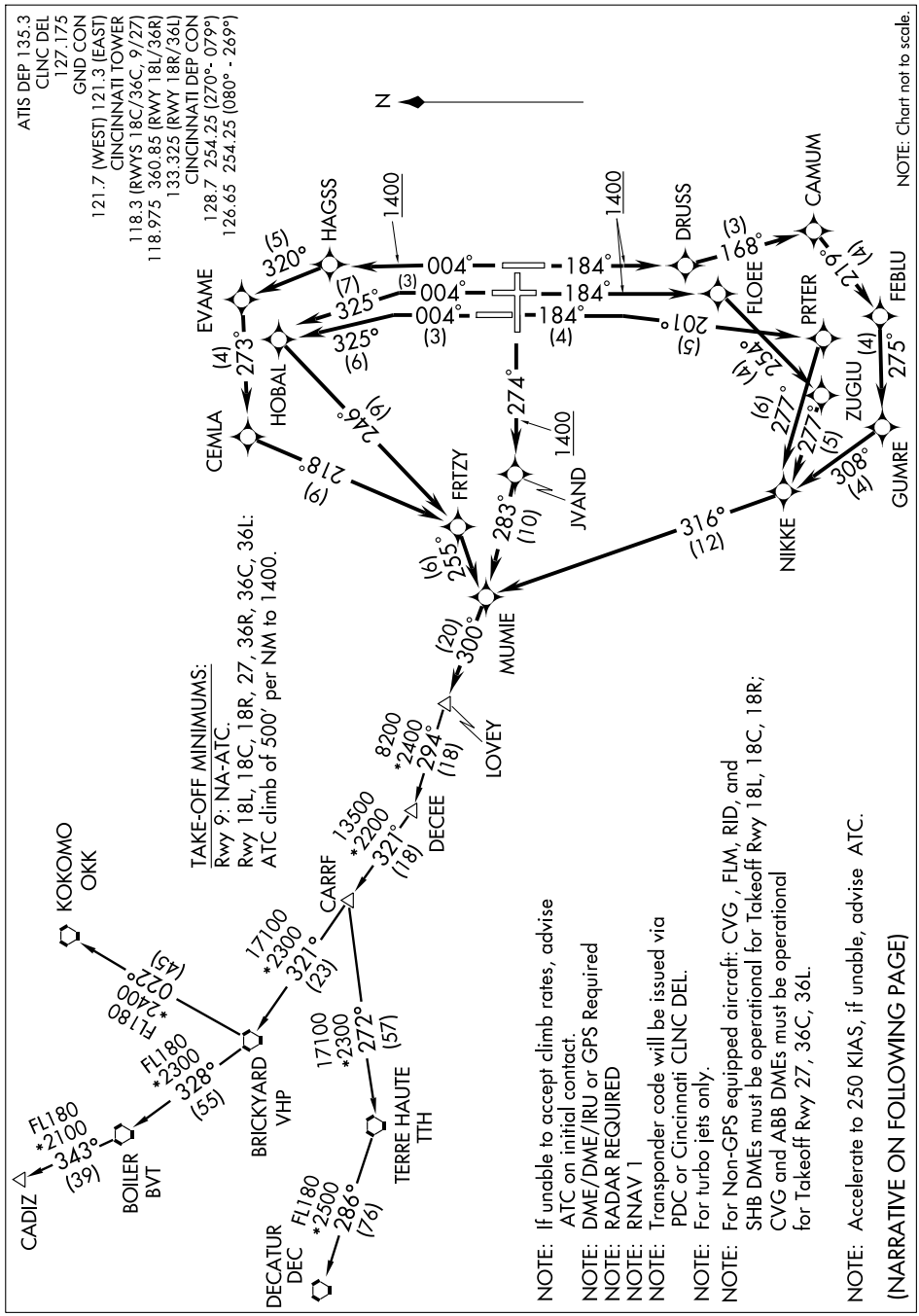
LOVEY ONE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to LOVEY, thence. . . .

. . . . maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY1.CADIZ)

DECATUR TRANSITION (LOVEY1.DEC)

KOKOMO TRANSITION (LOVEY1.OKK)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

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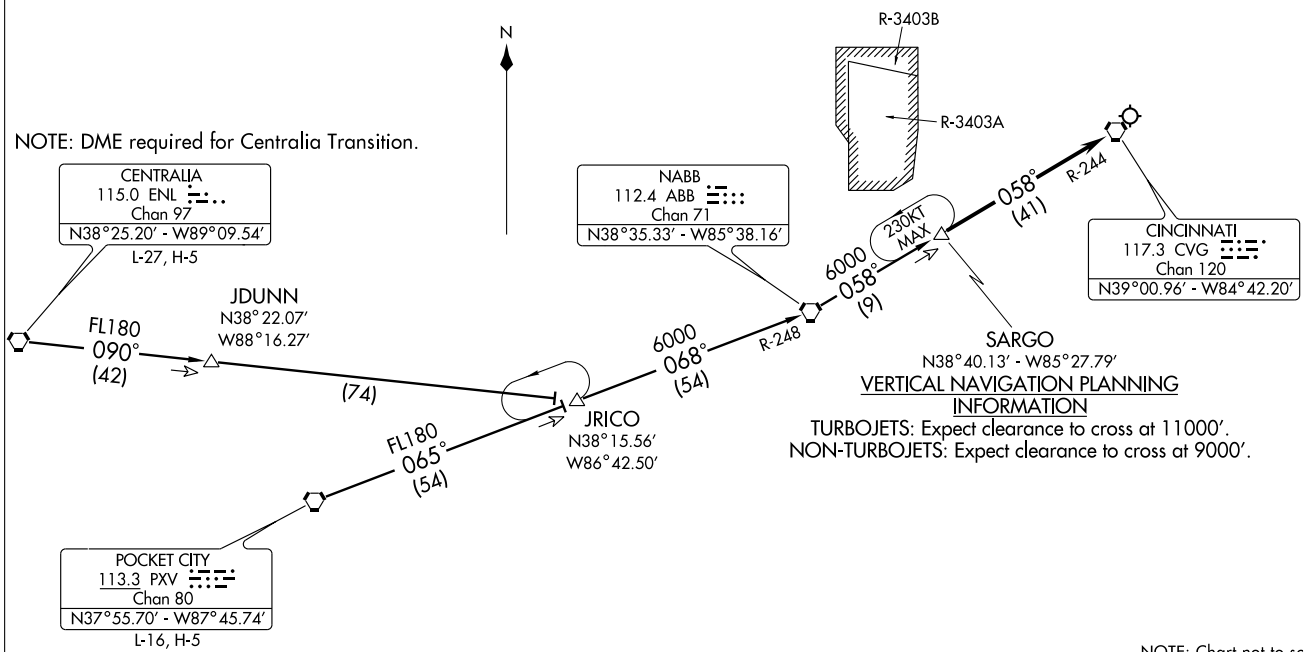
CENTRALIA TRANSITION (ENL.MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
POCKET CITY TRANSITION (PXV.MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .

. . . .From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.

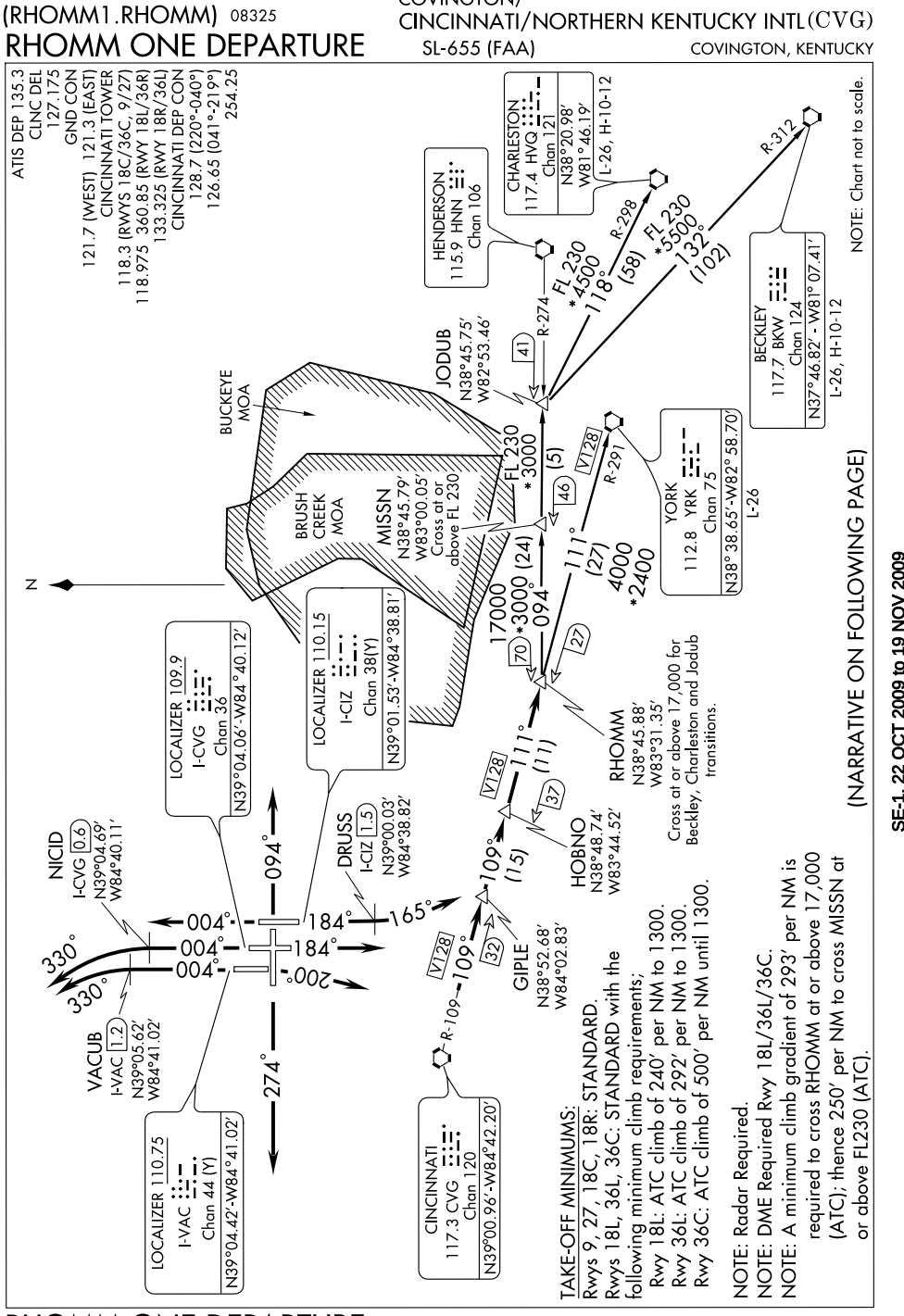
CINCINNATI APP CON
119.7 363.15
CINCINNATI ATIS ARR
134.375



(MOSEY.MOSEY5) 07354
MOSEY FIVE ARRIVAL

ST-655 (FAA)
CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

RHOMM ONE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240' per NM to 1300.
Rwy 36L: ATC climb of 292' per NM to 1300.
Rwy 36C: ATC climb of 500' per NM until 1300.

NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.
NOTE: A minimum climb gradient of 293' per NM is required to cross RHOMM at or above 17,000 (ATC); thence 250' per NM to cross MISSN at or above FL230 (ATC).

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000′, all other aircraft maintain 4000′. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.
CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.
JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).
YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385′ from DER, 1117′ right of centerline, 68′ AGL/988′ MSL.
Trees beginning 4562′ from DER, 900′ left of centerline, up to 98′ AGL/1003′ MSL.
Rwy 18C: Multiple Trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL.
Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple Trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL.
Trees beginning 1951′ from DER, 482′ right of centerline, from 95′ AGL/965′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL.
Multiple Trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL.
Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL..

SE-1, 22 OCT 2009 to 19 NOV 2009

COVINGTON, KENTUCKY

AL-655 (FAA)

WAAS CH 65709 W09A	APP CRS 094°	Rwy ldg 11880 TDZE 883 Apt Elev 896

RNAV (GPS) Y RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

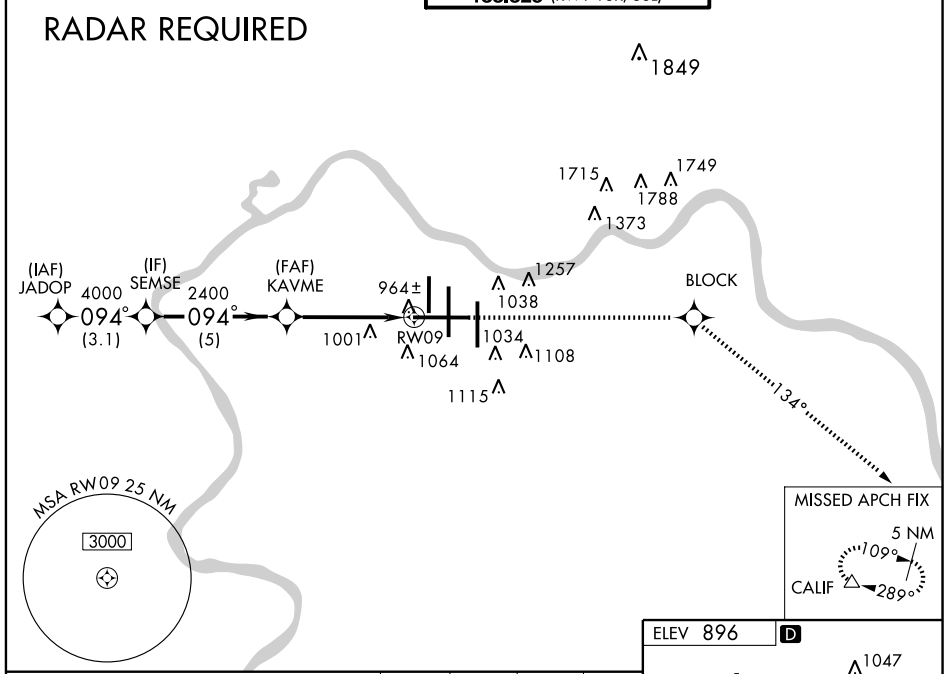
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

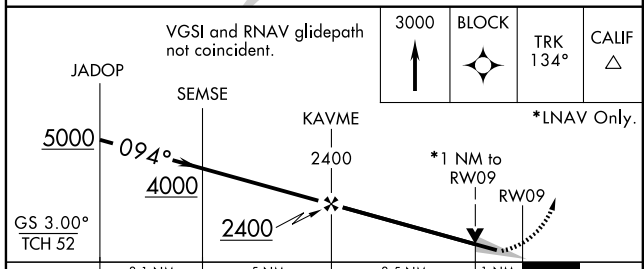
MALSR A5

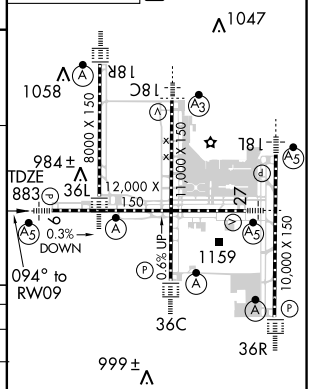
MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALIF and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375	DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1083/24 200 (200-½)			
LNAV/VNAV DA	1297/50 414 (500-1)			
LNAV MDA	1260/24 377 (400-½)			1260/50 377 (400-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 86803 W18B	APP CRS 184°	Rwy ldg 11000 TDZE 875 Apt Elev 896

RNAV (GPS) Y RWY 18C

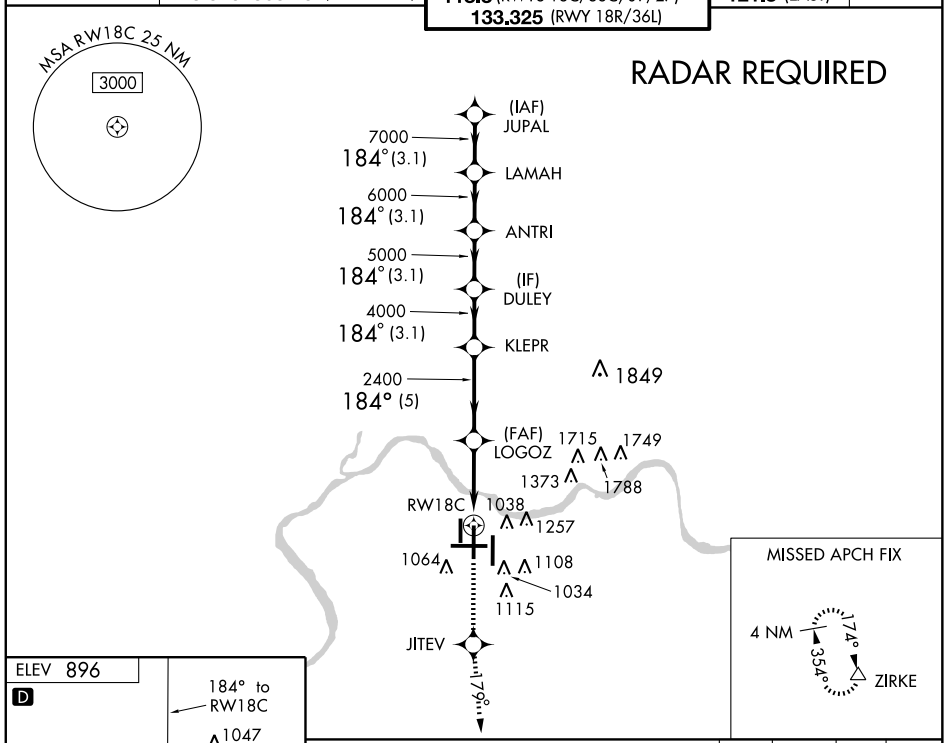
COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

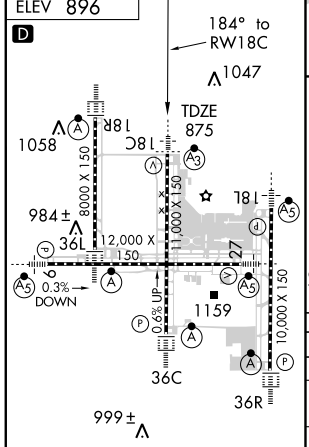
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

SSALR

MISSED APPROACH: Climb to 3000 direct JITEV and via 179° track to ZIRKE and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175





HIRL all Rwys
TDZ/CL all Rwys except 9-27

CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1398/60 523 (600-1¼)			
LNAV MDA	1360/24 485 (500-½)		1360/40 485 (500-¾)	1360/50 485 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

COVINGTON, KENTUCKY

AL-655 (FAA)

WAAS CH 40103 W18A	APP CRS 184°	Rwy ldg 10000 TDZE 889 Apt Elev 896

RNAV (GPS) Y RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

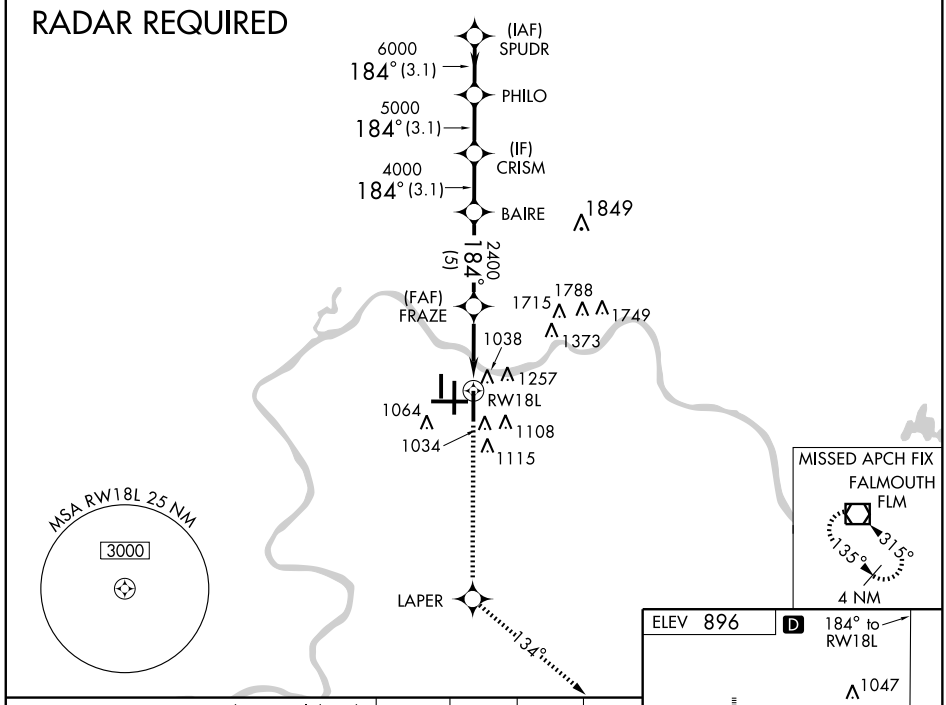
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

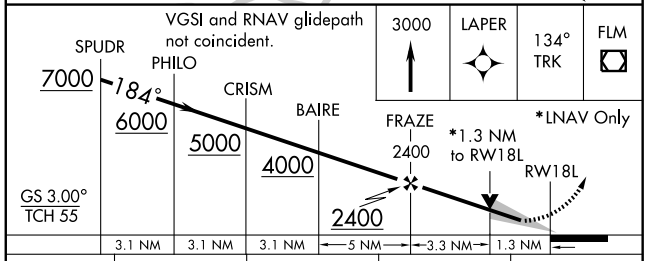
MALSR

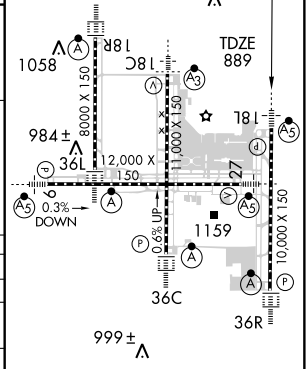
MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375	DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/ VNAV DA	1395/60 506 (500-1¼)			
LNAV MDA	1360/24 471 (500-½)		1360/40 471 (500-¾)	1360/50 471 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 58099 W18D	APP CRS 184°	Rwy ldg 8000 TDZE 868 Apt Elev 896

RNAV (GPS) Y RWY 18R

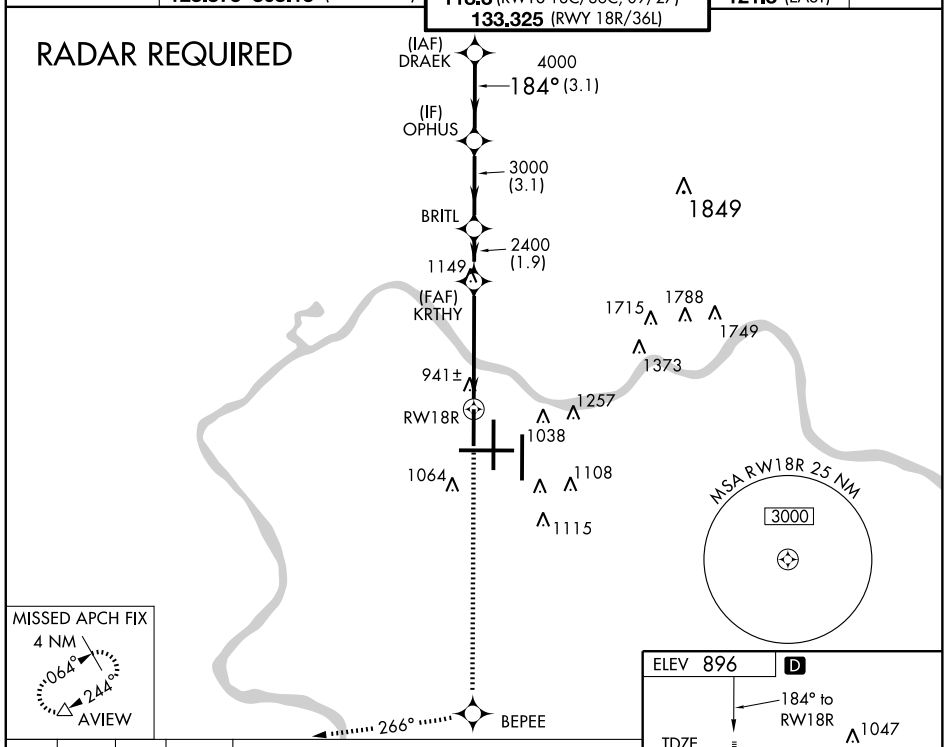
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

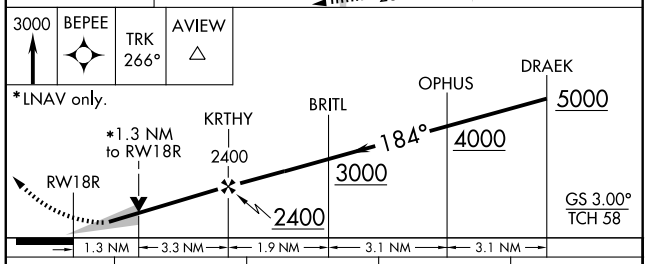
ALSF-2

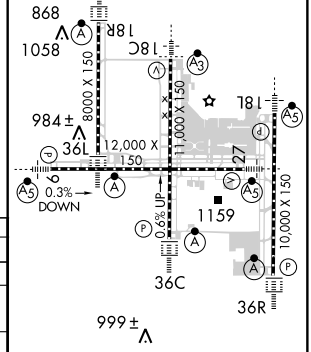
MISSED APPROACH: Climb to 3000 direct BEPEE and via 266° track to AVIEW and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



3000	BEPEE	TRK 266°	AVIEW





CATEGORY	A	B	C	D
LPV DA	1068/24 200 (200-½)			
LNAV/VNAV DA	1321/50 453 (500-1)			
LNAV MDA	1320/24 452 (500-½)		1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 22 OCT 2009 to 19 NOV 2009

COVINGTON, KENTUCKY

AL-655 (FAA)

WAAS CH 86809 W27A	APP CRS 274°	Rwy ldg 12000 TDZE 875 Apt Elev 896

RNAV (GPS) Y RWY 27

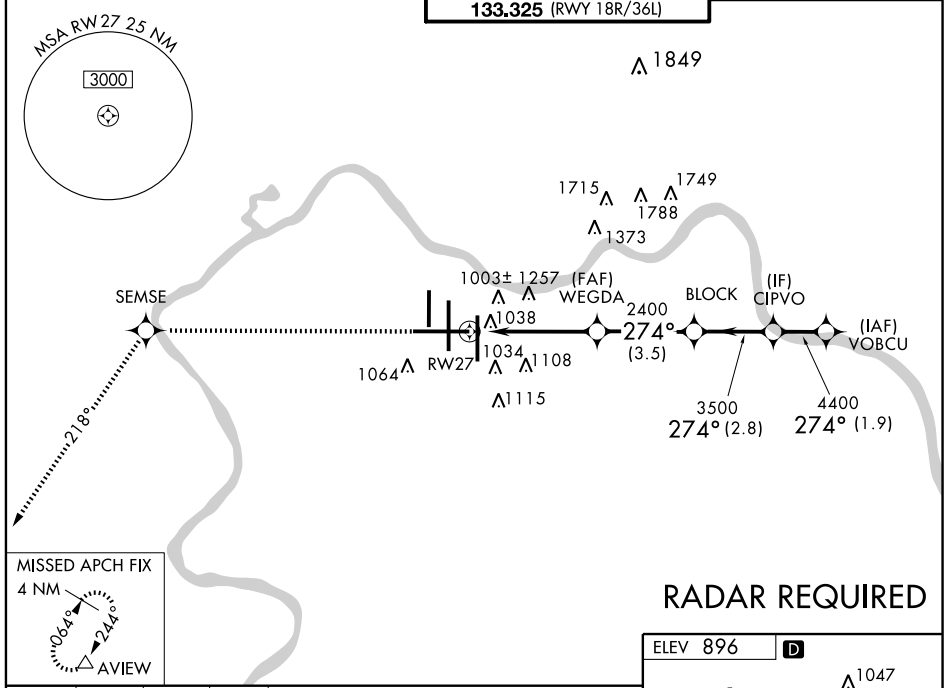
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

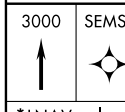
MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

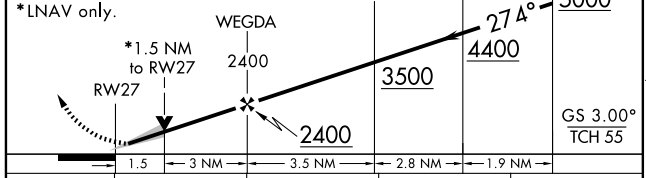


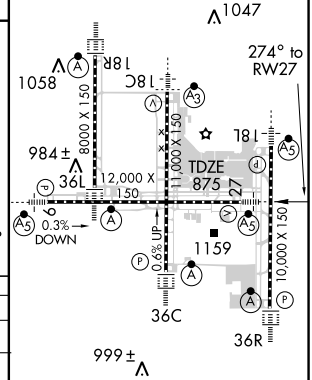
MISSED APCH FIX



RADAR REQUIRED

SE-1. 22 OCT 2009 to 19 NOV 2009





HIRL all Rwys
TDZ/CL all Rwys except 9-27

CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1349/60 474 (500-1¼)			
LNAV MDA	1420/24 545 (600-½)		1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

WAAS	APP CRS	Rwy ldg 11000
CH 97609	004°	TDZE 851
W36B		Apt Elev 896

RNAV (GPS) Y RWY 36C

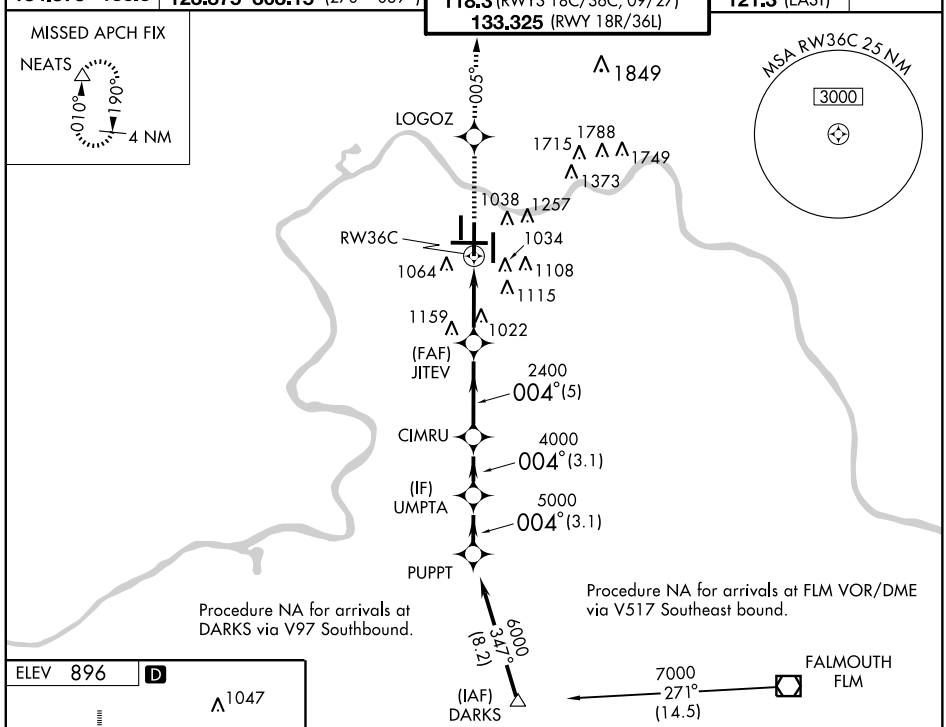
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

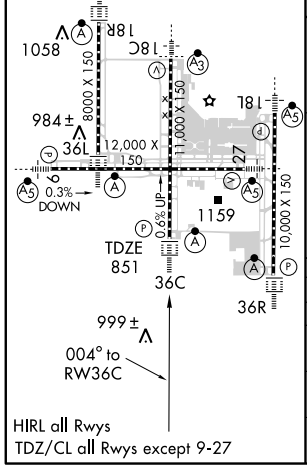
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

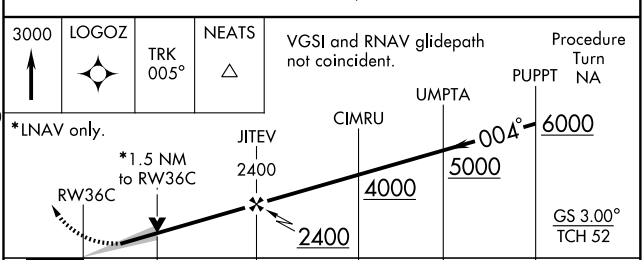
ALSF-2

MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
LPV DA	1051/24 200 (200-½)			
LNAV/ VNAV DA	1347/60 496 (500-1¼)			
LNAV MDA	1400/24 549 (600-½)		1400/50 549 (600-1)	1400/60 549 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

COVINGTON, KENTUCKY

AL-655 (FAA)

WAAS CH 49099 W36A	APP CRS 004°	Rwy ldg 8000 TDZE 873 Apt Elev 896

RNAV (GPS) Y RWY 36L

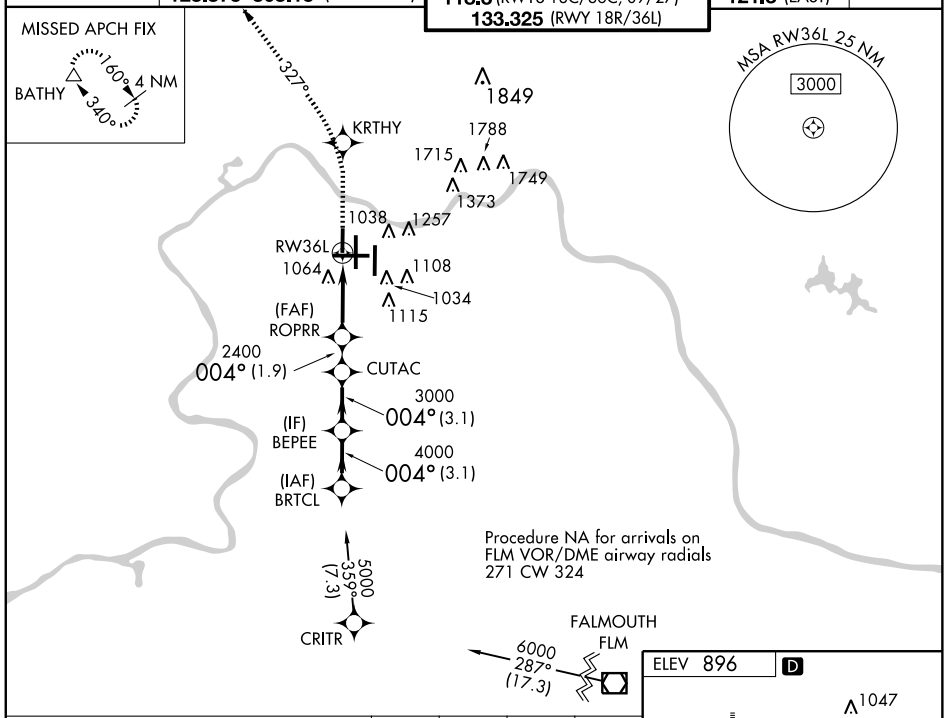
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

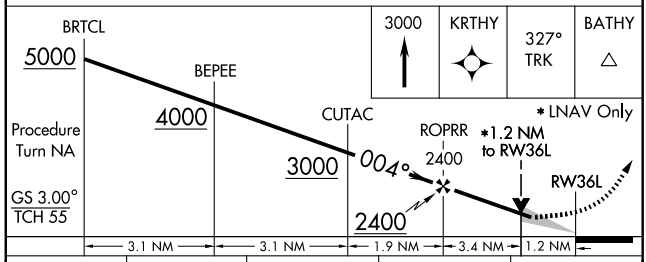
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

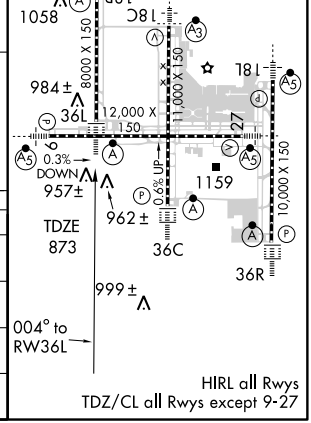
ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and via 327° track to BATHY and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







CATEGORY	A	B	C	D
LPV DA	1073/24 200 (200-½)			
LNAV/VNAV DA	1383/60 510 (500-1¼)			
LNAV MDA	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 42709 W36D	APP CRS 004°	Rwy ldg 10000 TDZE 896 Apt Elev 896

RNAV (GPS) Y RWY 36R

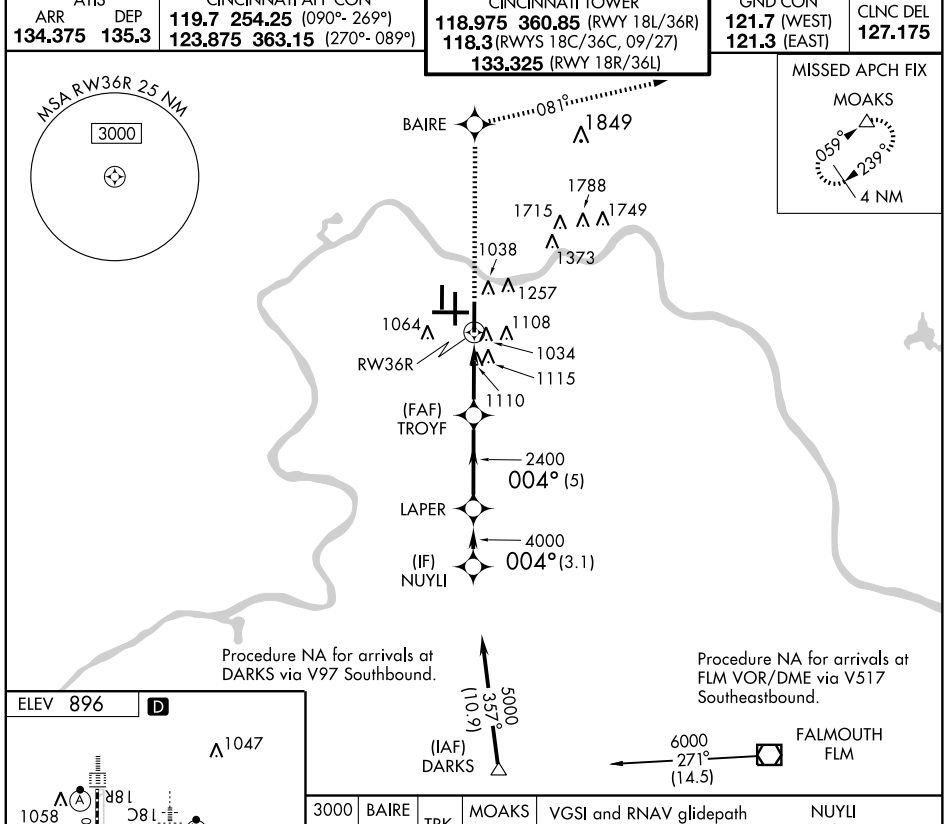
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

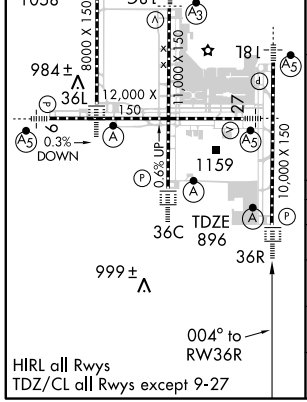
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

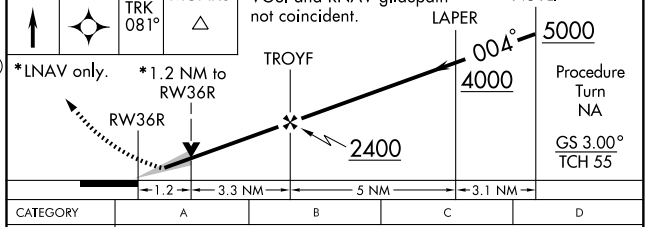
ALSF-2

MISSED APPROACH: Climb to 3000 direct to BAIRE and via 081° track to MOAKS and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







CATEGORY	A	B	C	D
LPV DA	1096/24 200 (200-½)			
LNAV/ VNAV DA	1340/50 444 (500-1)			
LNAV MDA	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	11880
094°	TDZE	883
	Apt Elev	896

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

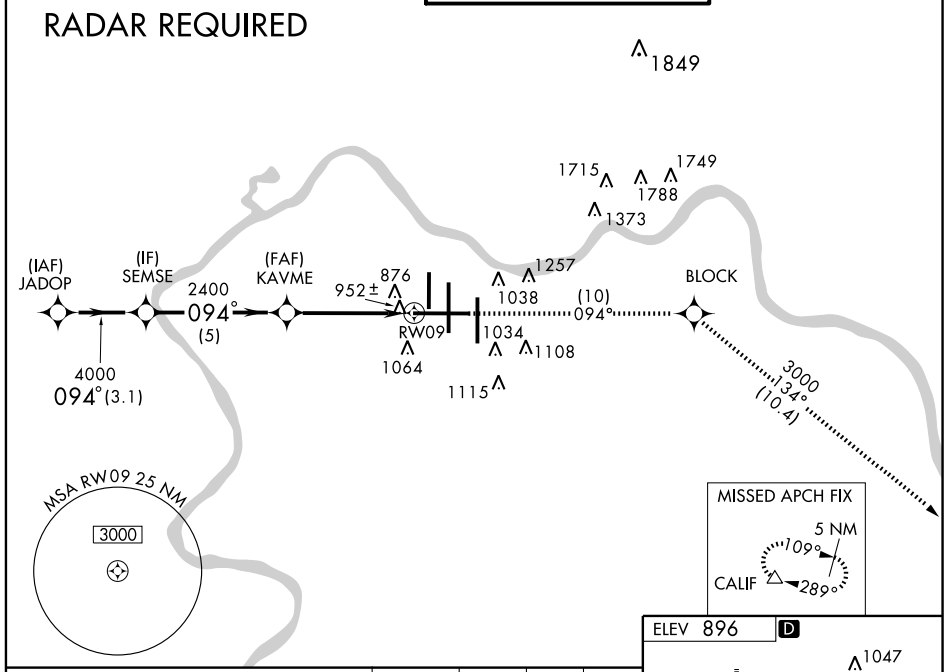
T A NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

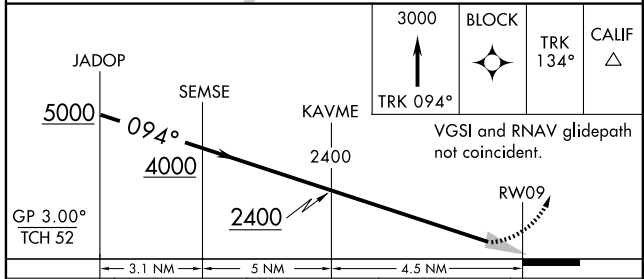
MALSR A5

MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

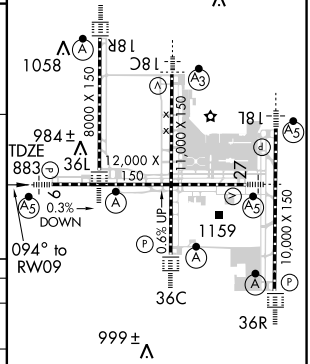
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.18 DA	1199/24	316 (400-½)		
RNP 0.30 DA	1233/40	350 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	11000
184°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

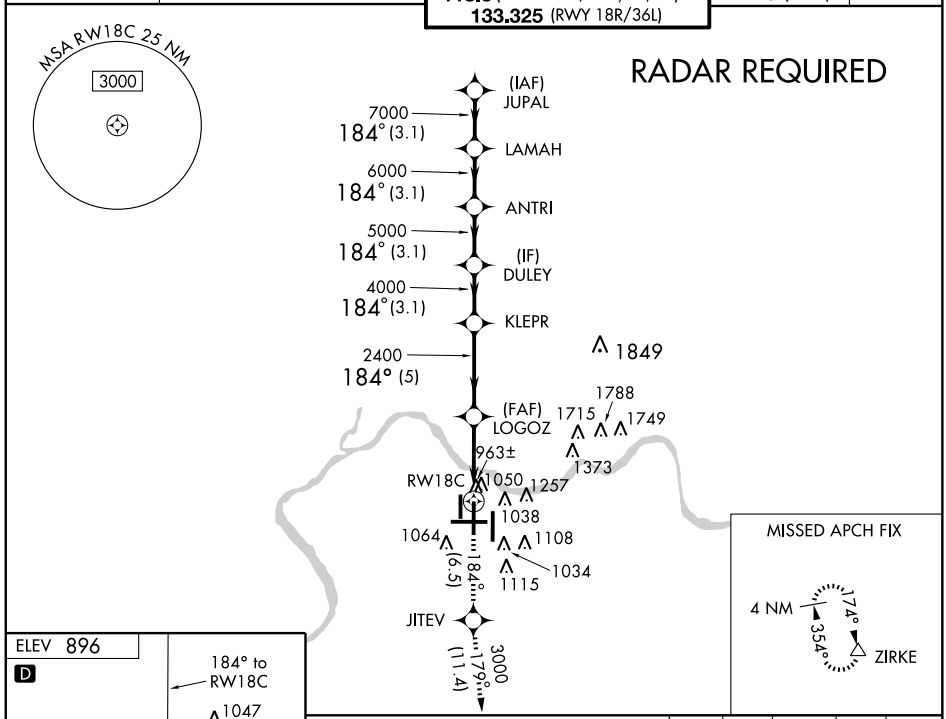
T NA

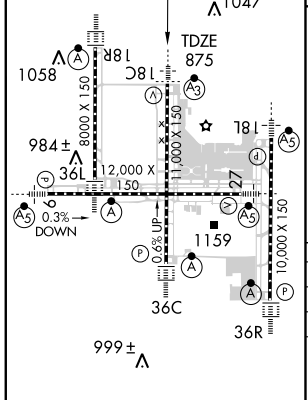
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

SSALR A3

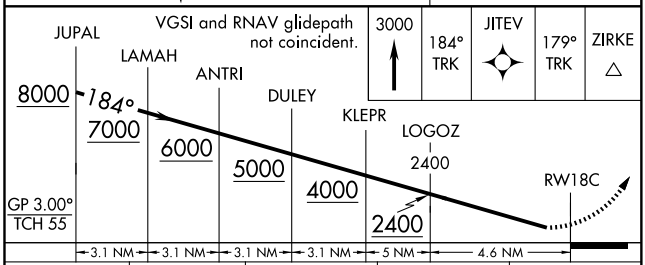
MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		





HIRL all Rwys
TDZ/CL all Rwys except 9-27



CATEGORY	A	B	C	D
RNP 0.15 DA	1321/50 446 (500-1)			
RNP 0.30 DA	1389/60 514 (600-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	10000
184°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

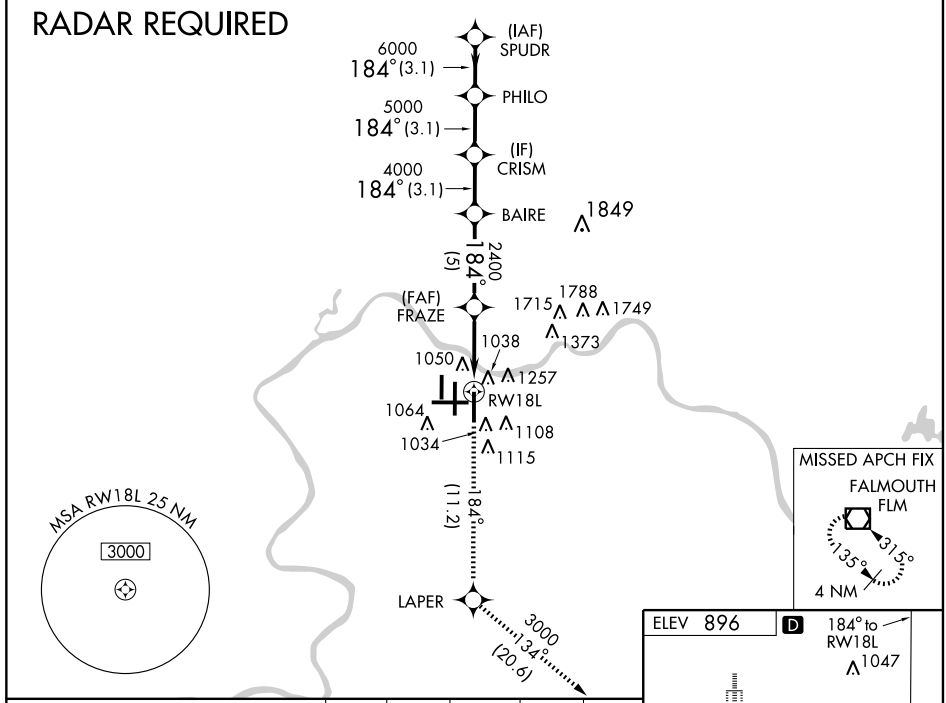
NA

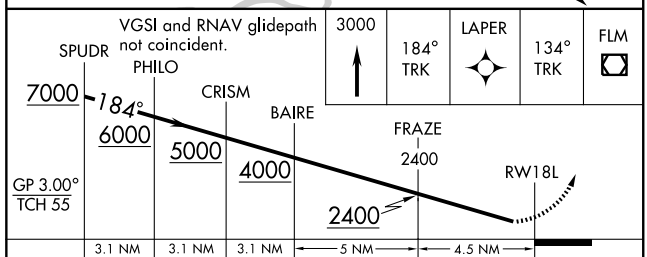
MALSR

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

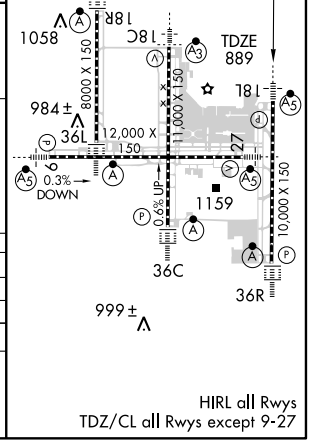
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.21 DA	1272/40	383 (400-¾)		
RNP 0.25 DA	1283/50	394 (400-1)		
RNP 0.30 DA	1472-1½	583 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	8000
184°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required.

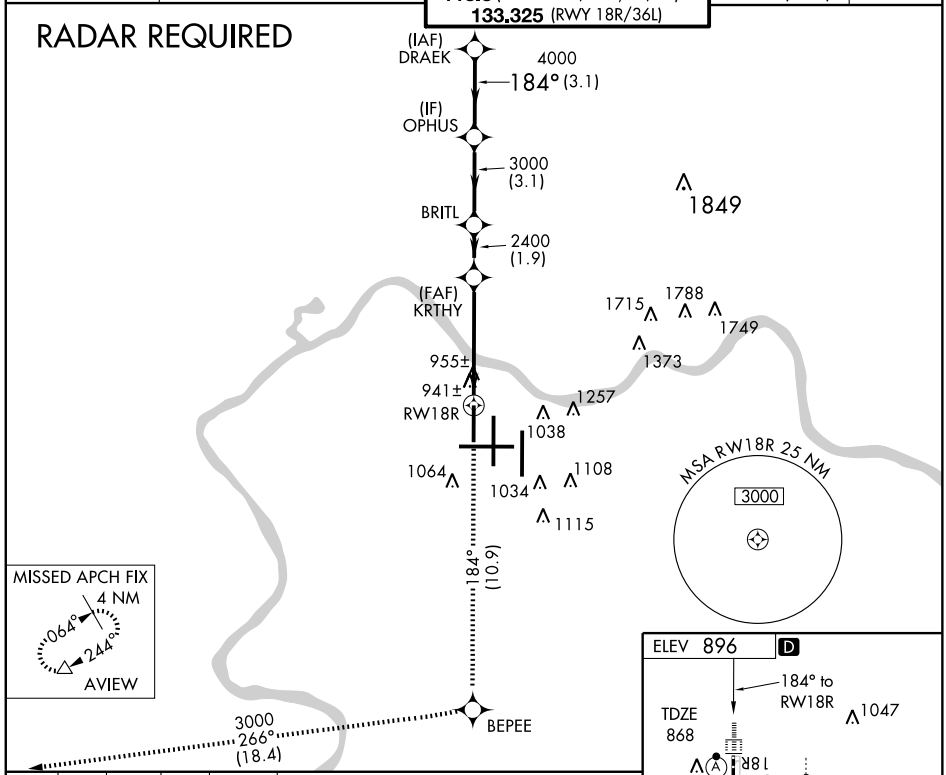
NA

ALSF-2

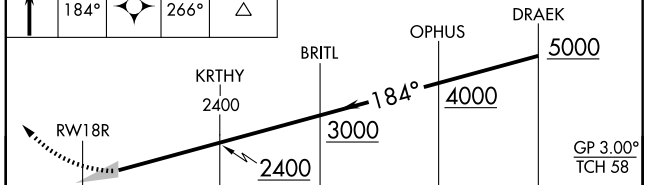
MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

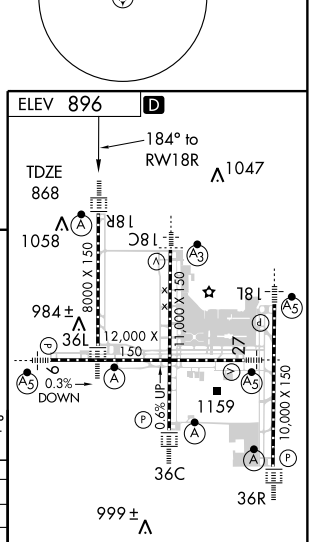
ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED



3000	TRK 184°	BEPEE	TRK 266°	AVIEW





CATEGORY	A	B	C	D
RNP 0.29 DA	1243/40 375 (400-¾)			
RNP 0.30 DA	1281/50 413 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	12000
274°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

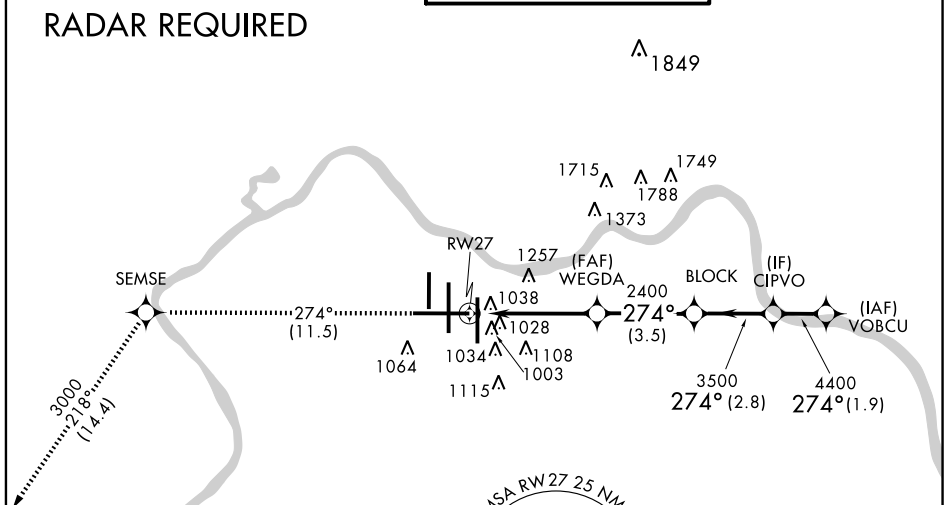
NA — For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

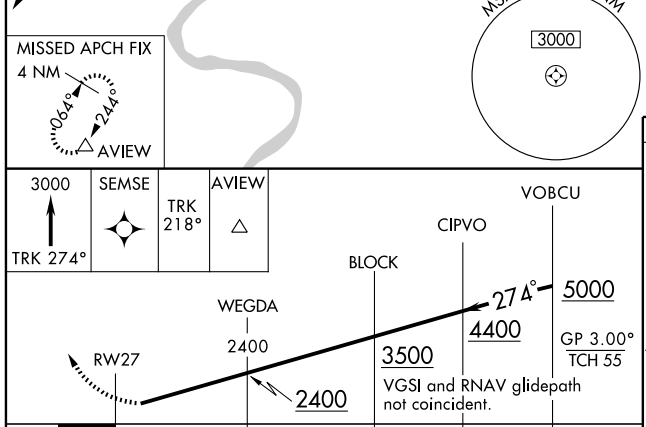
MALSR

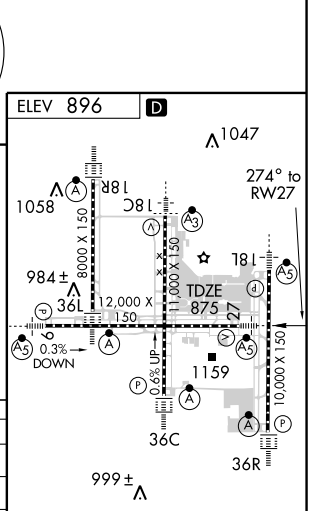
MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED







CATEGORY	A	B	C	D
RNP 0.15 DA	1296/50 421 (400-1)			
RNP 0.23 DA	1378/60 503 (500-1¼)			
RNP 0.30 DA	1445-1½ 570 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	11000
004°	TDZE	851
	Apt Elev	896

RNAV (RNP) Z RWY 36C

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

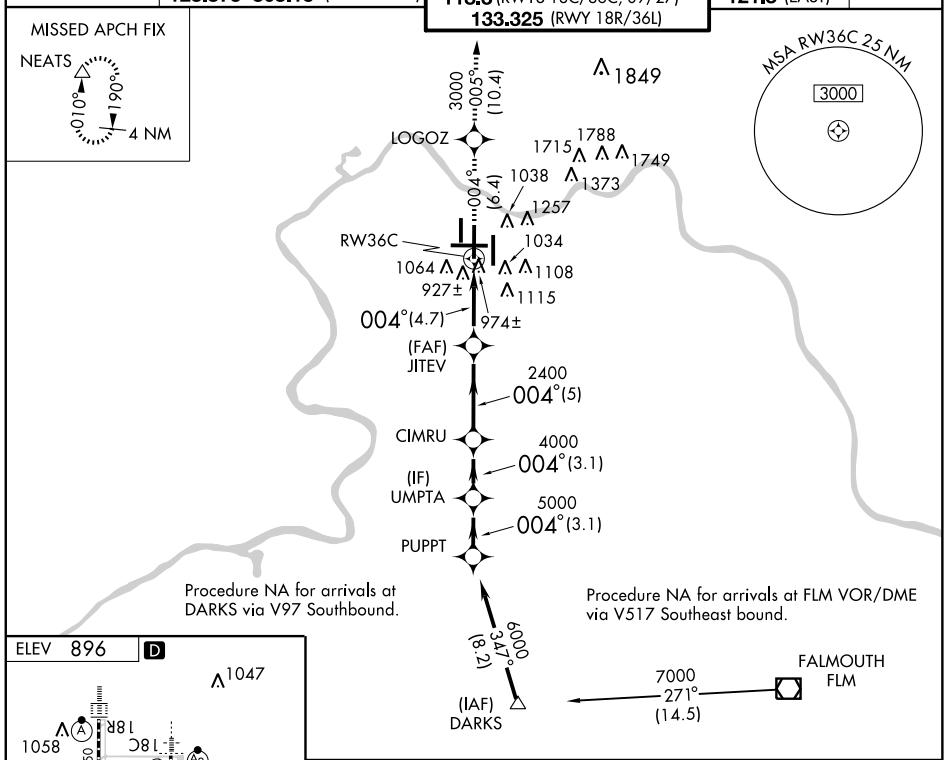
For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS REQUIRED.

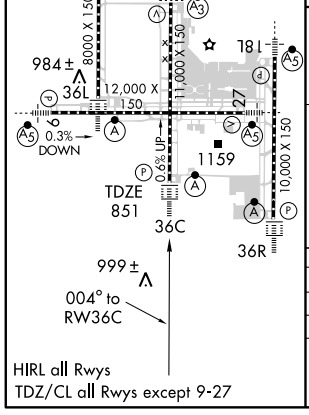
NA

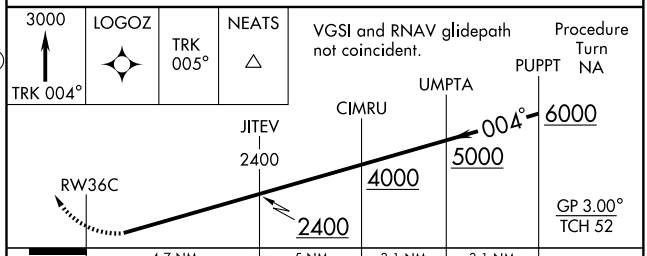
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







CATEGORY	A	B	C	D
RNP 0.24 DA	1295/50 444 (400-1)			
RNP 0.30 DA	1318/60 467 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	8000
004°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

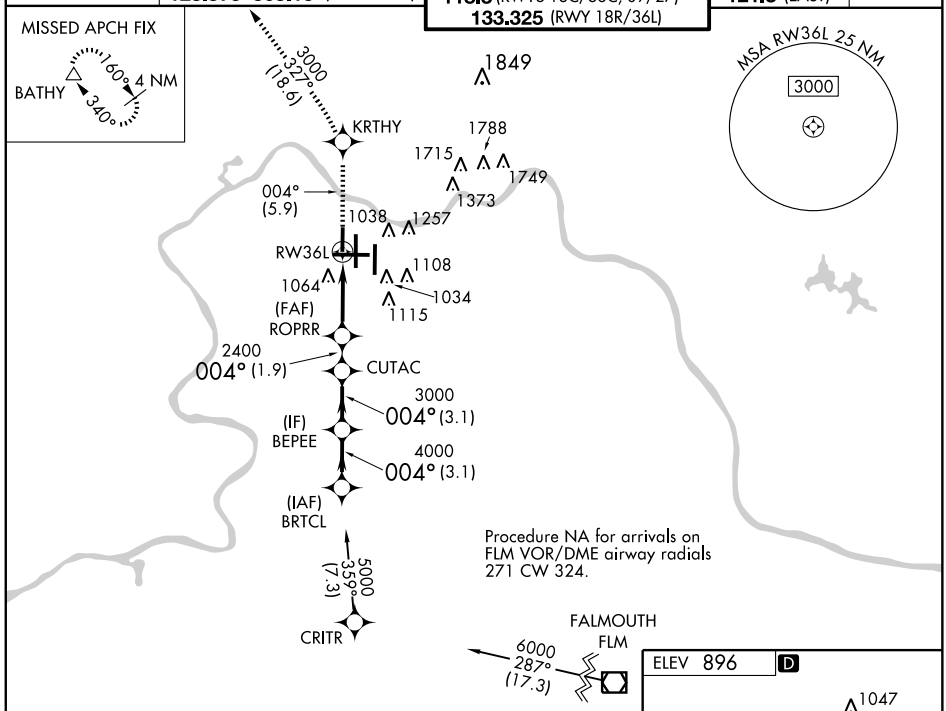
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

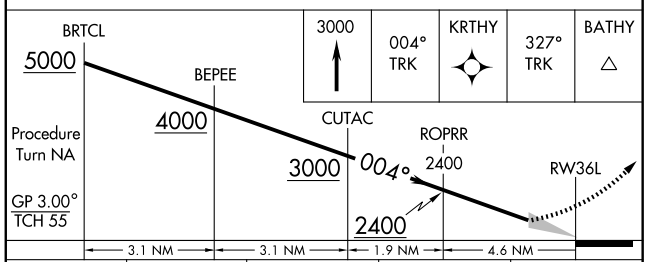
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

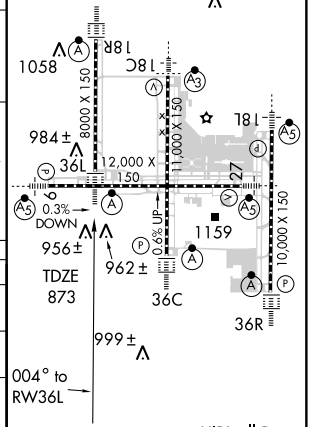
ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		





CATEGORY	A	B	C	D
RNP 0.29 DA	1261/40	388 (400-¾)		
RNP 0.30 DA	1264/50	391 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

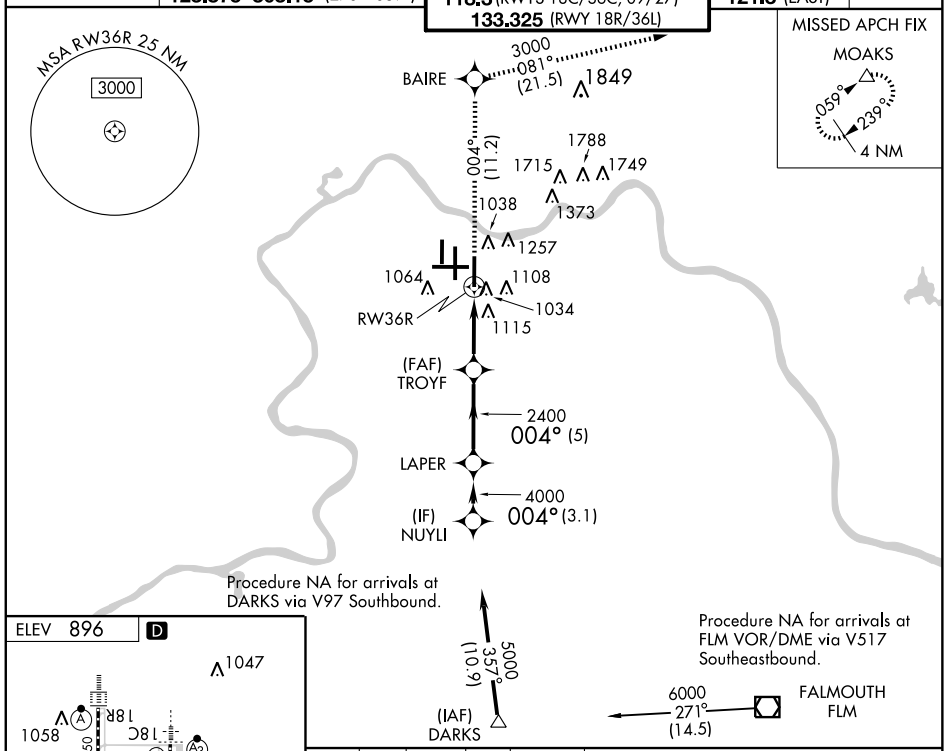
T NA

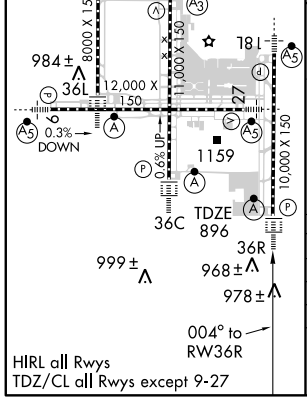
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Visibility reduction by helicopters NA.

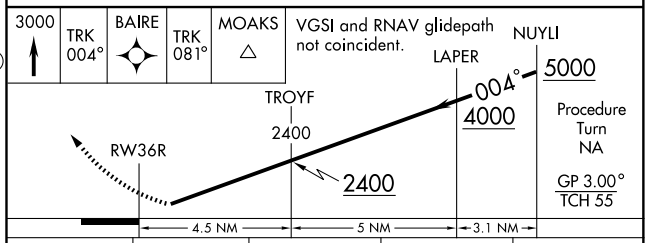
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175





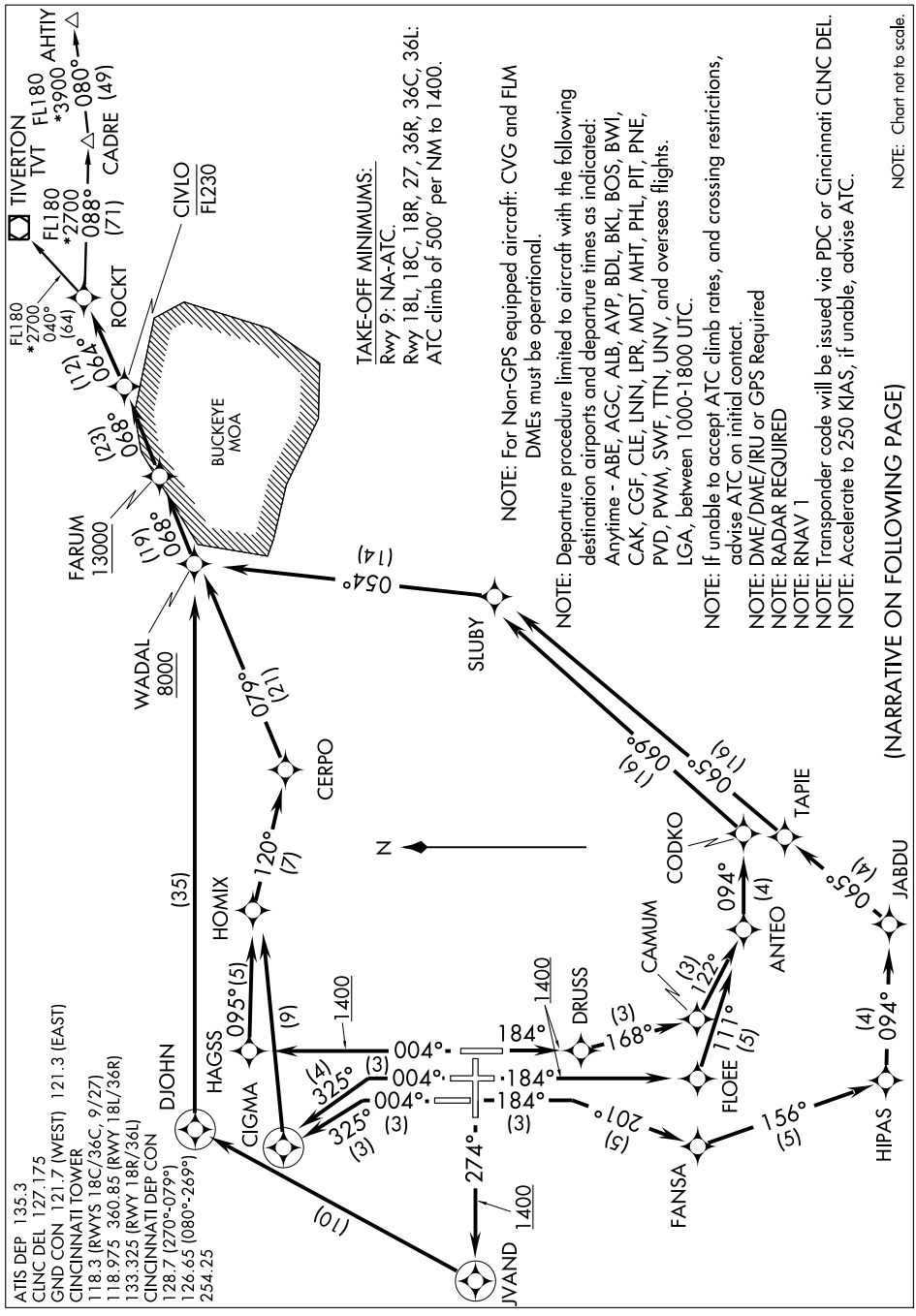


CATEGORY	A	B	C	D
RNP 0.16 DA		1284/40	388 (400-¾)	
RNP 0.20 DA		1295/50	399 (400-1)	
RNP 0.30 DA		1329/50	433 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ROCKT THREE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct DJOHN, then right turn direct WADAL, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to ROCKT, thence. . . .

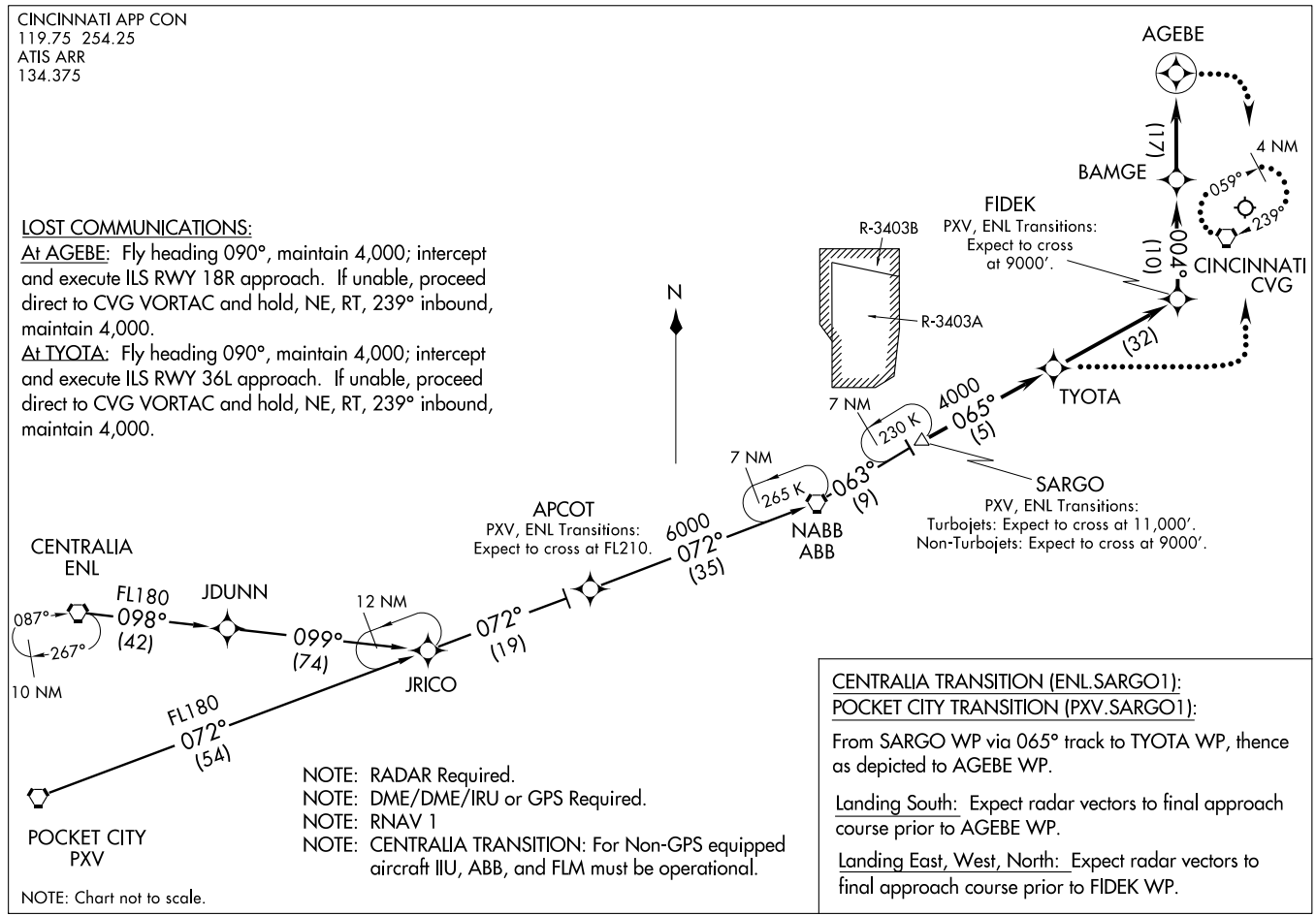
. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT3.AHTIY)

TIVERTON TRANSITION (ROCKT3.TVT): Limited to aircraft landing BKL, CAK, CLE, CGF, LNN, and LPR.

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

CINCINNATI APP CON
119.75 254.25
ATIS ARR
134.375



LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

At TYOTA: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: CENTRALIA TRANSITION: For Non-GPS equipped aircraft IIU, ABB, and FLM must be operational.

NOTE: Chart not to scale.

CENTRALIA TRANSITION (ENL.SARGO1):
POCKET CITY TRANSITION (PXV.SARGO1):

From SARGO WP via 065° track to TYOTA WP, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

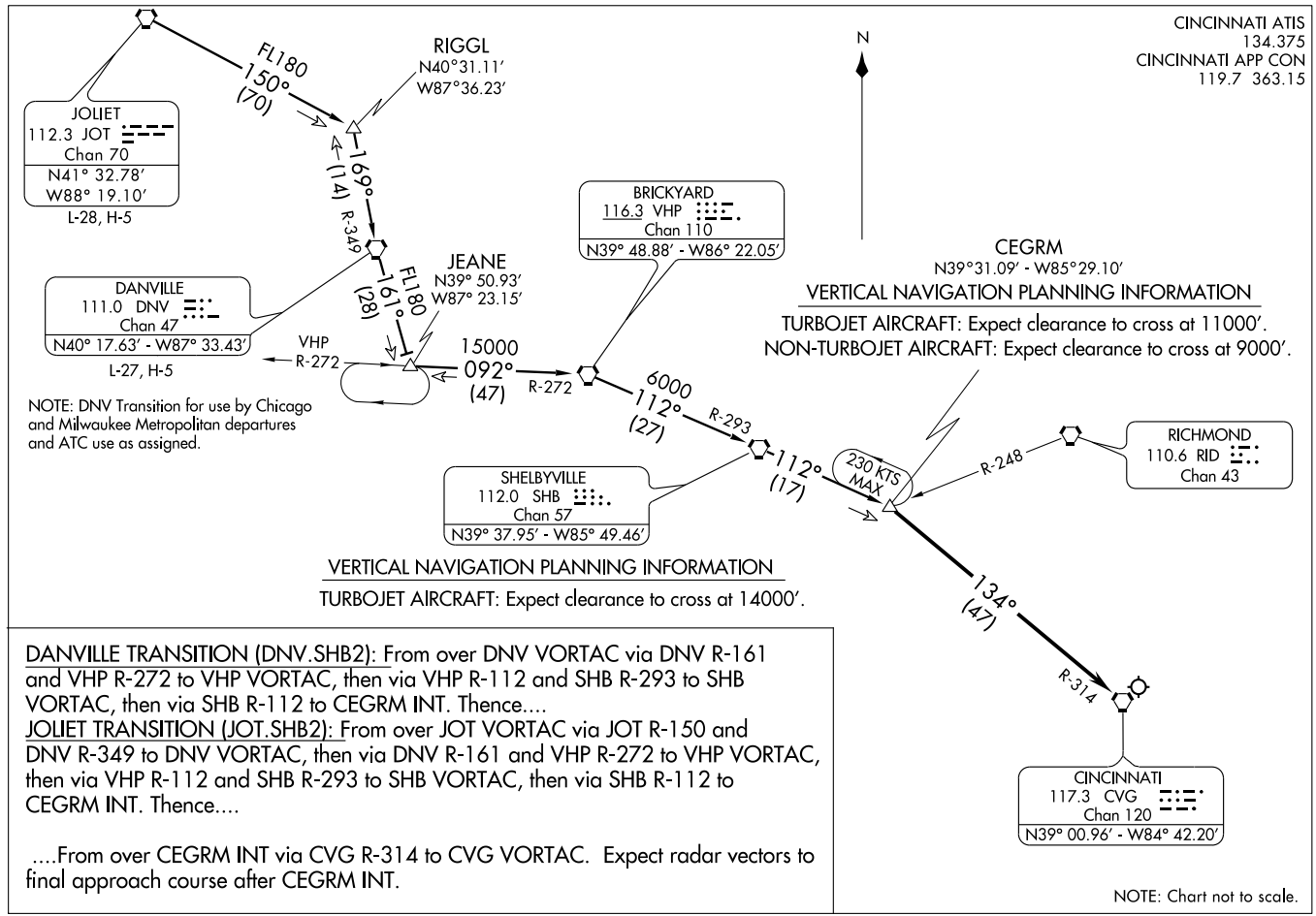
Landing East, West, North: Expect radar vectors to final approach course prior to FIDEK WP.

(SARGO.SARGO1) 09295

SARGO ONE ARRIVAL (RNAV)

ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY



DANVILLE TRANSITION (DNV.SHB2): From over DNV VORTAC via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

JOLIET TRANSITION (JOT.SHB2): From over JOT VORTAC via JOT R-150 and DNV R-349 to DNV VORTAC, then via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

....From over CEGRM INT via CVG R-314 to CVG VORTAC. Expect radar vectors to final approach course after CEGRM INT.

SHELBYVILLE TWO ARRIVAL (CEGRM.SHB2)

09295

ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

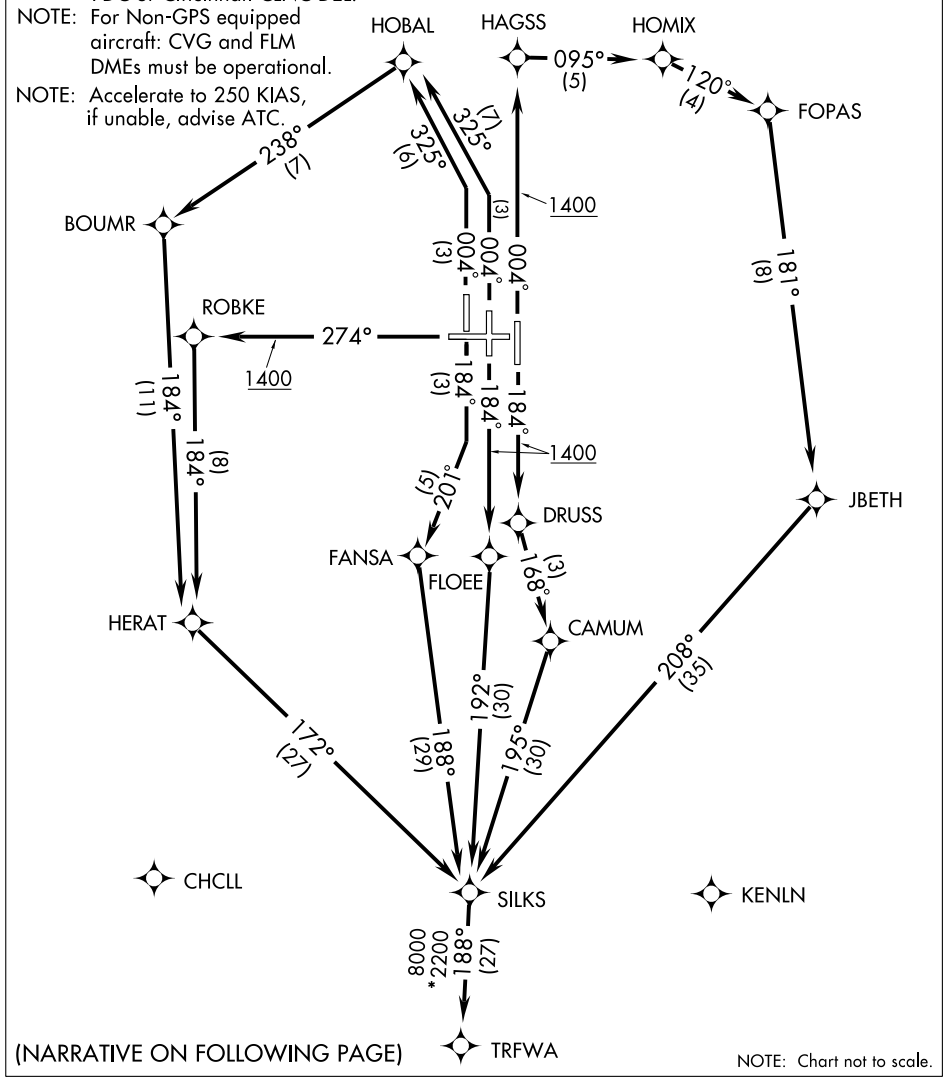
SILKS ONE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270°- 079°)
126.65 254.25 (080° - 269°)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS1.TRFWA)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 22 OCT 2009 to 19 NOV 2009

(TIGRR.TIGRR1) 09295
TIGRR ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY
ST-655 (FAA)

CINCINNATI APP CON
123.875 257.2
ATIS ARR
134.375

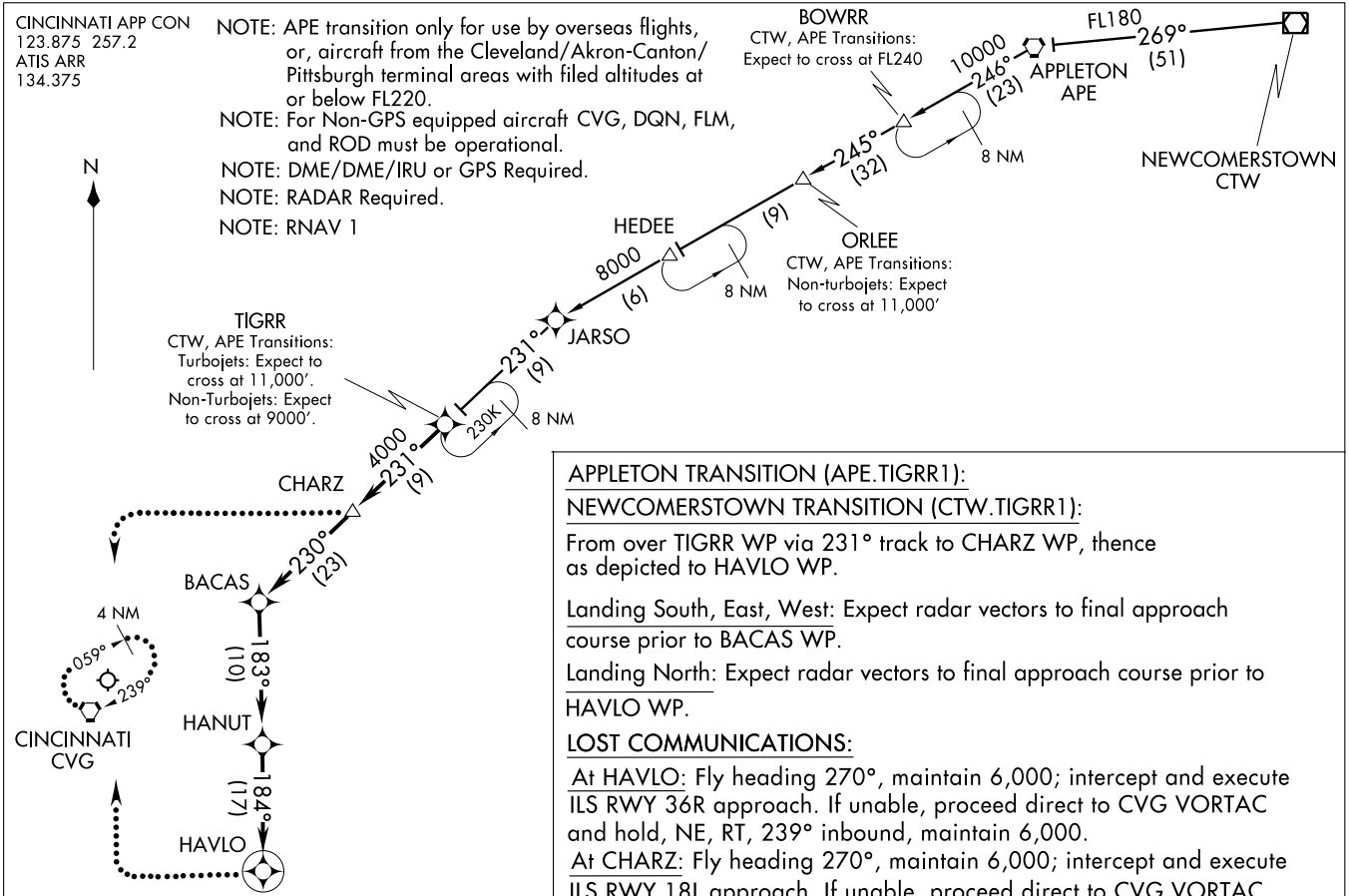
NOTE: APE transition only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: For Non-GPS equipped aircraft CVG, DQN, FLM, and ROD must be operational.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1



NOTE: Chart not to scale.

APPLETON TRANSITION (APE.TIGRR1):

NEWCOMERSTOWN TRANSITION (CTW.TIGRR1):

From over TIGRR WP via 231° track to CHARZ WP, thence as depicted to HAVLO WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BACAS WP.

Landing North: Expect radar vectors to final approach course prior to HAVLO WP.

LOST COMMUNICATIONS:

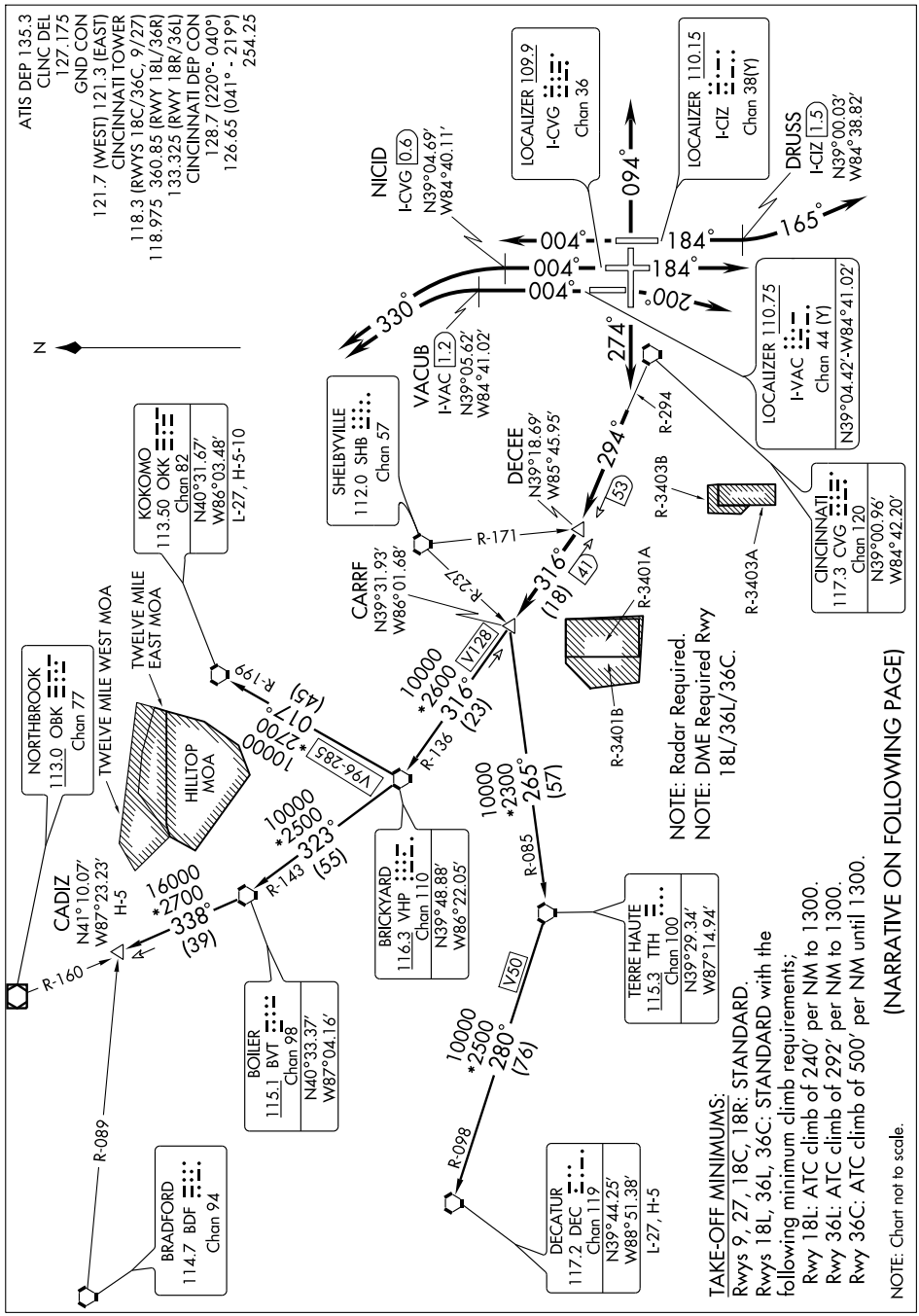
At HAVLO: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

At CHARZ: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

WHITEWATER FIVE DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to DECEE INT, then via VHP R-136 to CARRF INT, then via transition or assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE, ADVISE ATC.

CADIZ TRANSITION (WHWTR5.CADIZ): From over CARRF INT via VHP R-136 to VHP VORTAC, then via VHP R-323 and BVT R-143 to BVT VORTAC, then via BVT R-338 to CADIZ INT.
DECATUR TRANSITION (WHWTR5.DEC): From over CARRF INT via TTH R-085 to TTH VORTAC, then via TTH R-280 and DEC R-098 to DEC VORTAC.
KOKOMO TRANSITION (WHWTR5.OKK): From over CARRF INT via VHP R-136 to VHP VORTAC, then via VHP R-017 and OKK R-199 to OKK VORTAC.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385′ from DER, 1117′ right of centerline, 68′ AGL/988′ MSL.
Trees beginning 4562′ from DER, 900′ left of centerline, up to 98′ AGL/1003′ MSL.
Rwy 18C: Multiple Trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL.
Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple Trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL.
Trees beginning 1951′ from DER, 482′ right of centerline, from 95′ AGL/965′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL.
Multiple Trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL.
Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL..

LOC/DME I-PQQ	APP CRS	Rwy ldg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

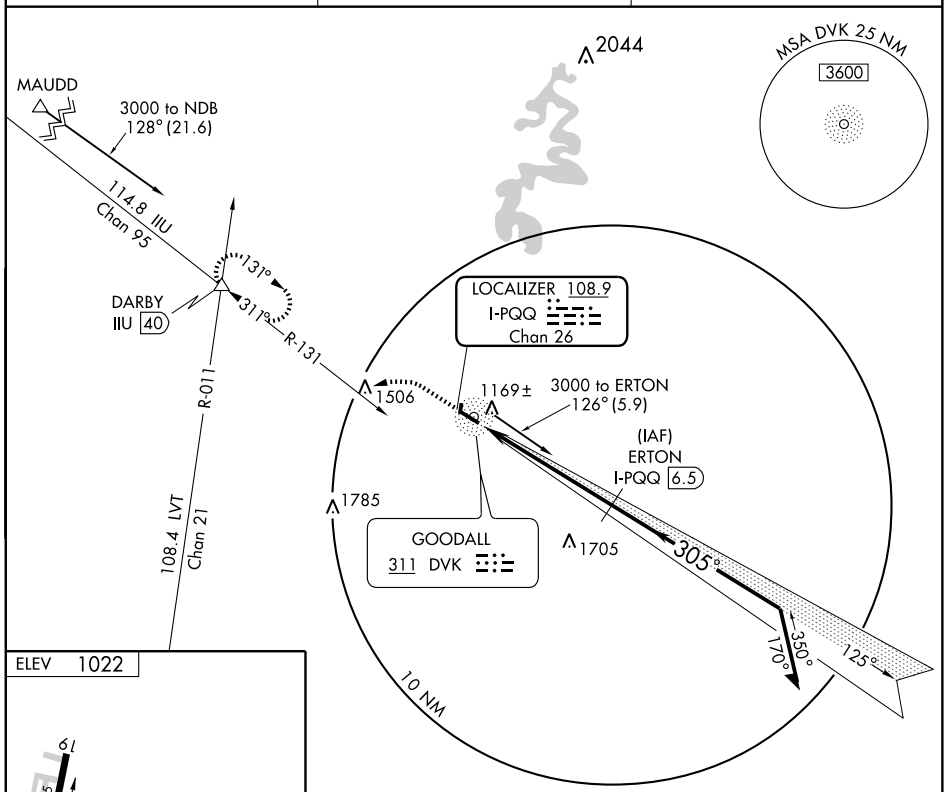
LOC/DME RWY 30

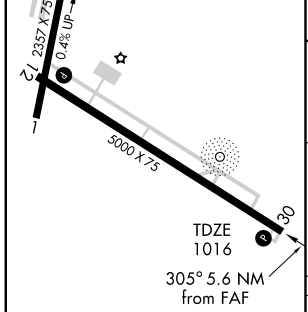
DANVILLE/ STUART POWELL FIELD (DVK)

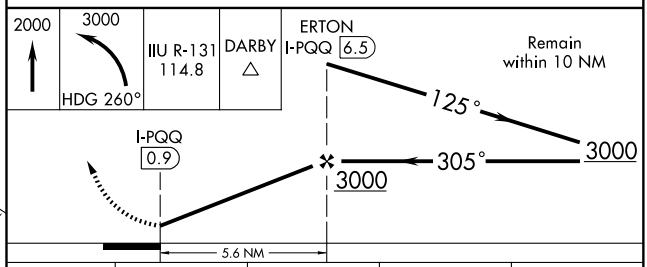
NA — If local altimeter not received, use Lexington altimeter setting and increase all MDAs 80 feet. ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1	1560-1	1560-1½	1720-2¼
	458 (500-1)	538 (600-1)	538 (600-1½)	698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1. 22 OCT 2009 to 19 NOV 2009

NDB DVK	APP CRS	Rwy ldg	N/A
311	211°	TDZE	N/A
		Apt Elev	1022

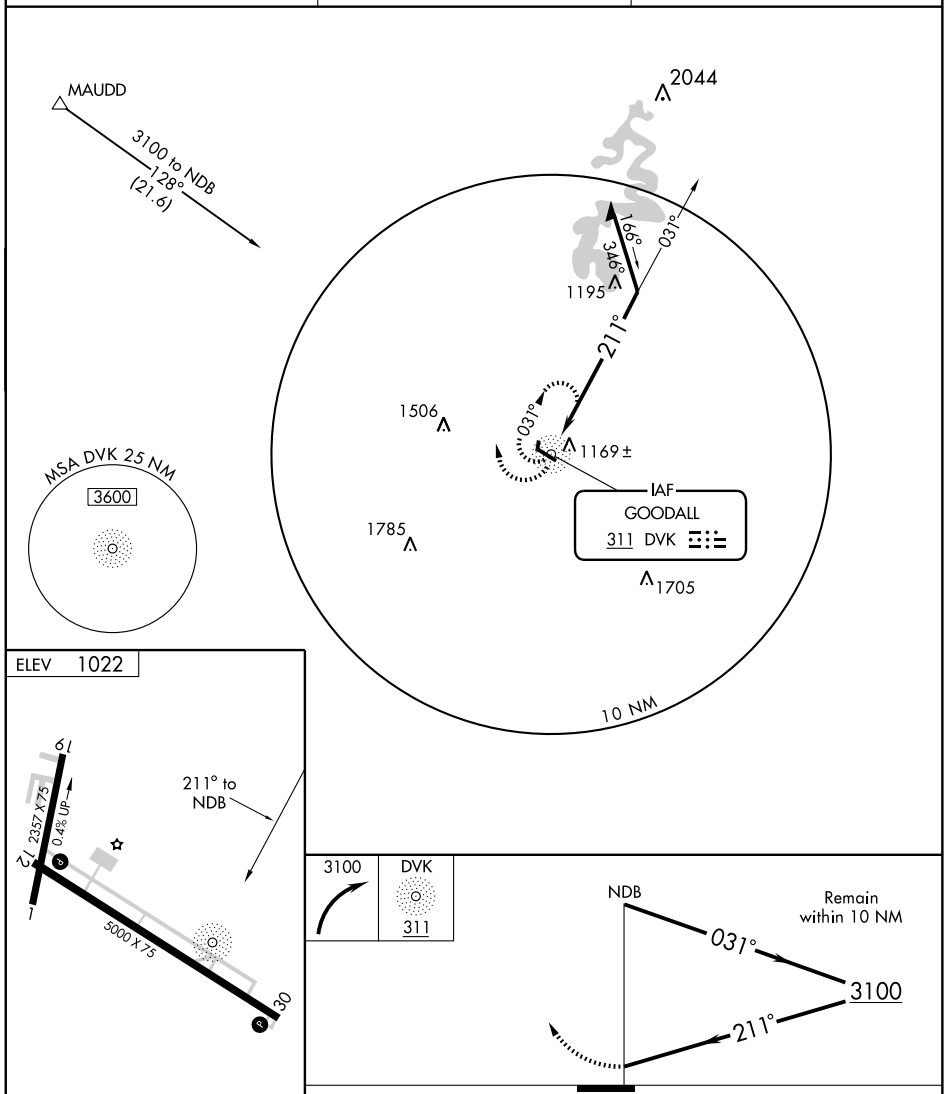
NDB-A

DANVILLE/ STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



REIL Rwy 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	1600-1 578 (600-1)		1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 93706 W12A	APP CRS 124°	Rwy ldg 5000 TDZE 1017 Apt Elev 1022

RNAV (GPS) RWY 12

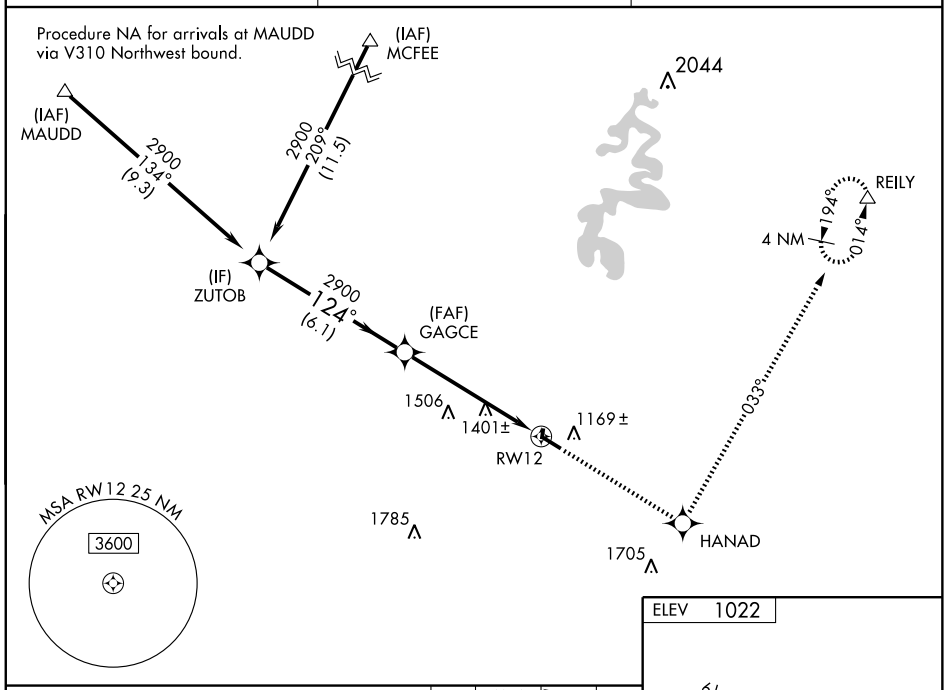
DANVILLE/ STUART POWELL FIELD (DVK)

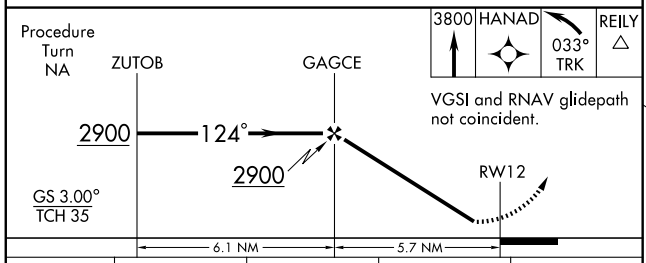
When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cats C/D and Circling Cats C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

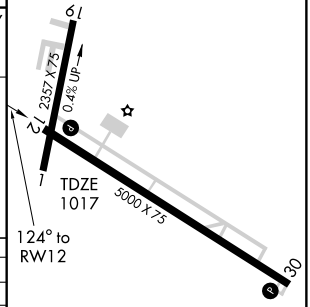
NA

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1357-1¼ 340 (400-1¼)			
LNAV/VNAV DA	1785-2¾ 768 (800-2¾)			
LNAV MDA	1660-1 643 (700-1)		1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)
CIRCLING	1660-1 638 (700-1)		1660-1¾ 638 (700-1¾)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 70506 W30A	APP CRS 305°	Rwy ldg 5000 TDZE 1016 Apt Elev 1022

RNAV (GPS) RWY 30

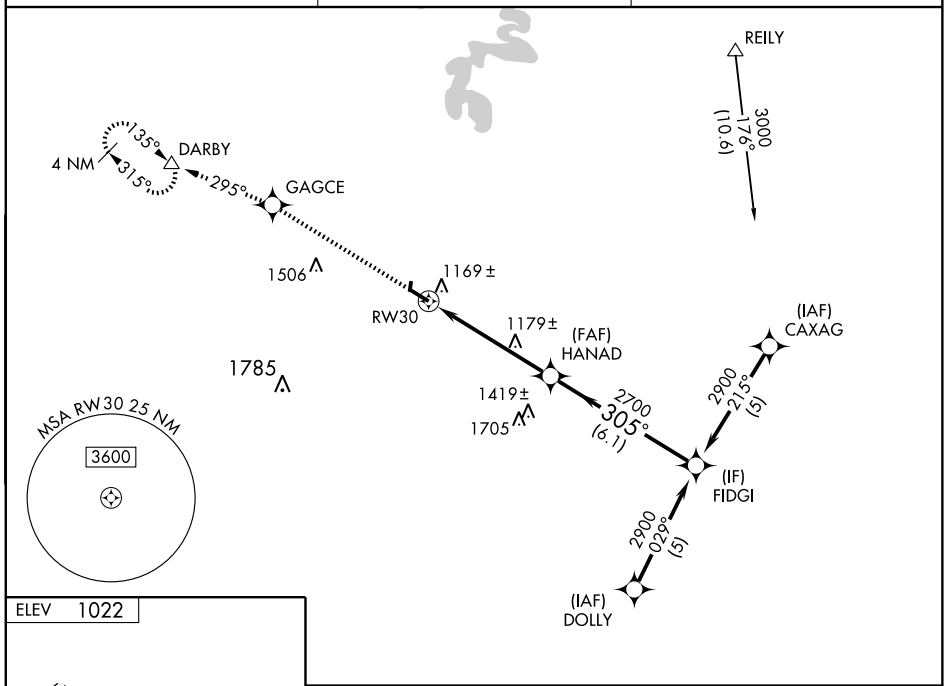
DANVILLE/ STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

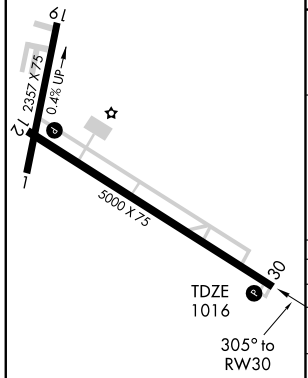
NA

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

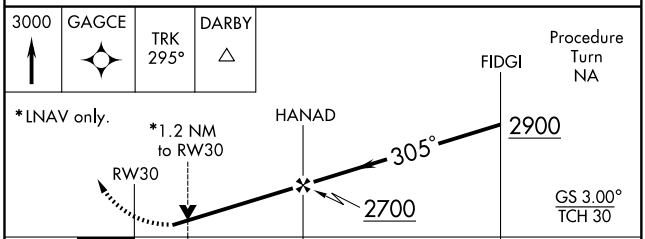
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



ELEV 1022



REIL Rwy 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1282-1 266 (300-1)			
LNAV/VNAV DA	1439-1½ 423 (500-1½)			
LNAV MDA	1440-1 424 (500-1)		1440-1¼ 424 (500-1¼)	
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

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LOC/DME I-ADR	APP CRS	Rwy ldg	6001
109.75	050°	TDZE	764
Chan 34 (Y)		Apt Elev	775

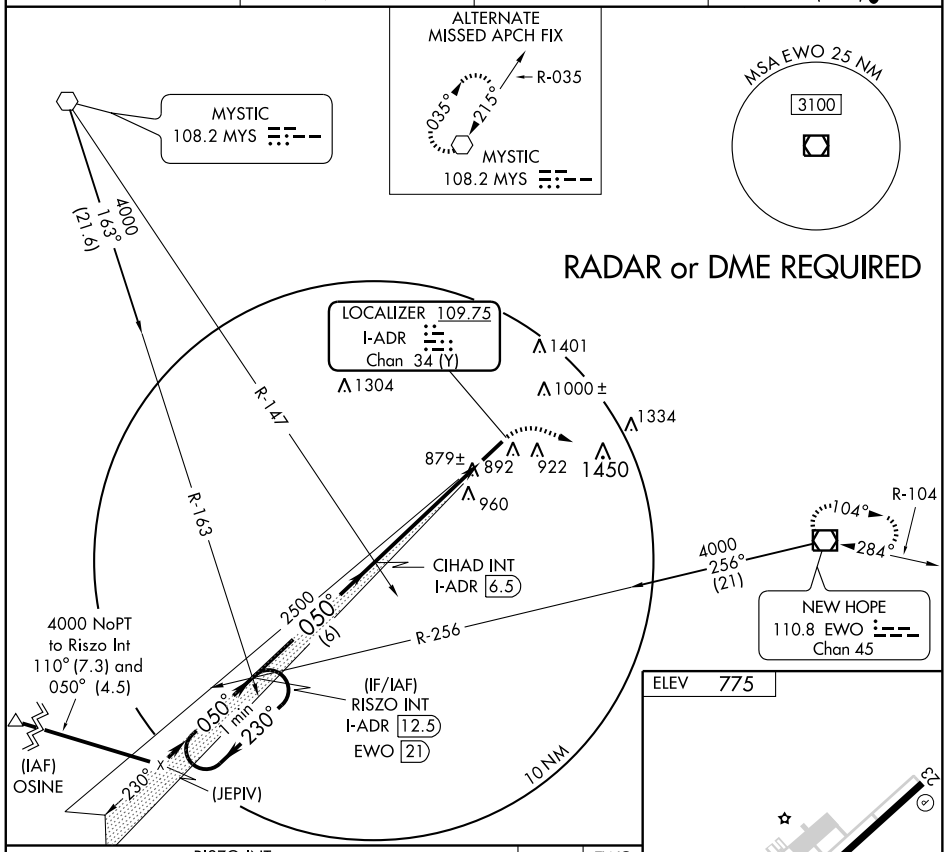
LOC RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
NA Visibility reduction by Helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-5	1240-1 476 (500-1)		1240-1¼ 476 (500-1¼)	1240-1½ 476 (500-1½)
CIRCLING	1240-1 465 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 77700 W05A	APP CRS 050°	Rwy ldg 6001 TDZE 764 Apt Elev 775

RNAV (GPS) RWY 5

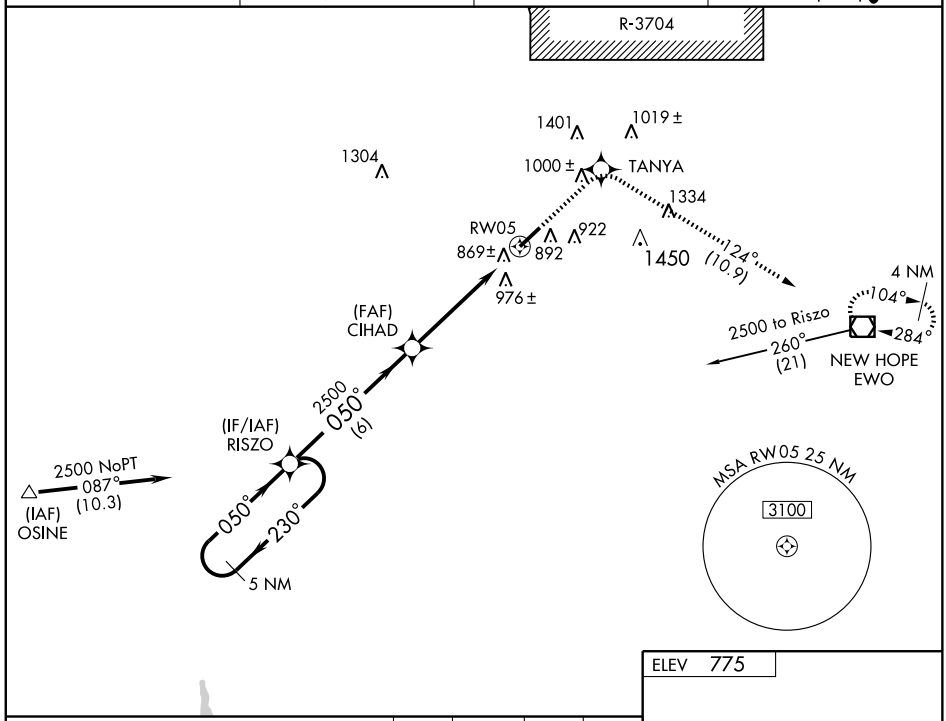
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

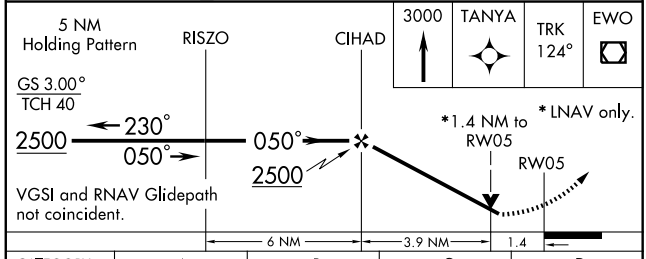
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

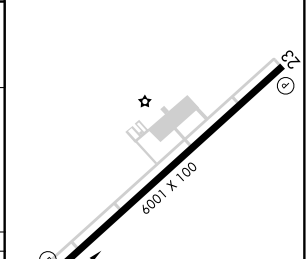
NA

MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1133-1¼ 369 (400-1¼)			
LNAV/VNAV DA	1257-1¾ 493 (500-1¾)			
LNAV MDA	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1260-1¾ 485 (500-1¾)			1360-2 585 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	6001
240°	TDZE	775
	Apt Elev	775

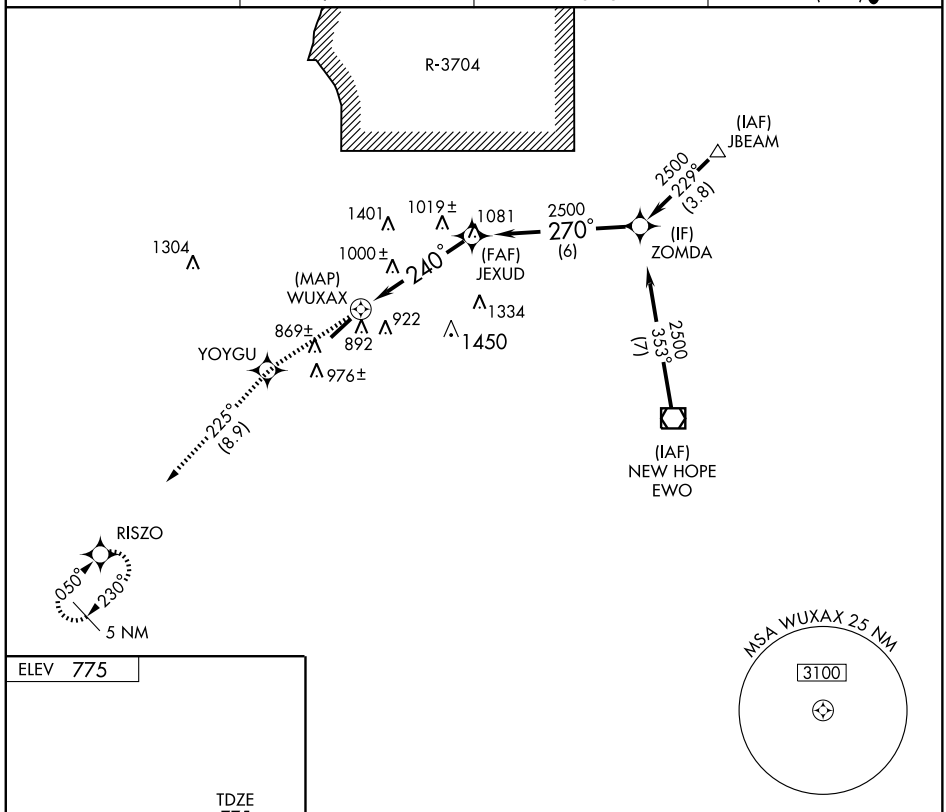
RNAV (GPS) RWY 23

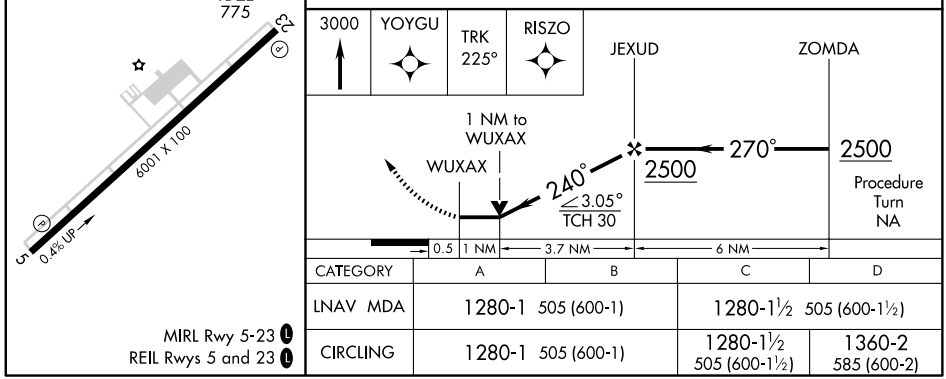
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Louisville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
LNAV MDA	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	
CIRCLING	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	1360-2 585 (600-2)

VOR/DME EWO	APP CRS	Rwy ldg	N/A
110.8	284°	TDZE	N/A
Chan 45		Apt Elev	775

VOR-A

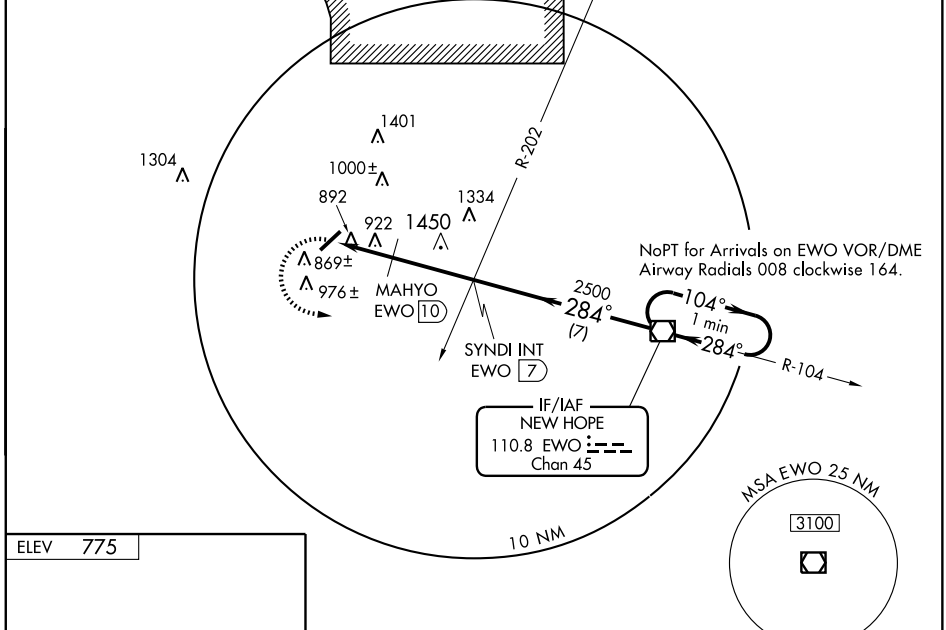
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

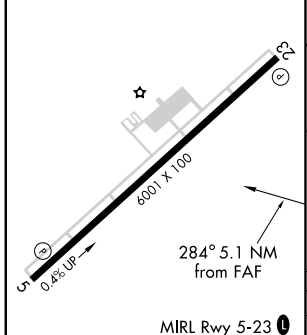
NA

MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

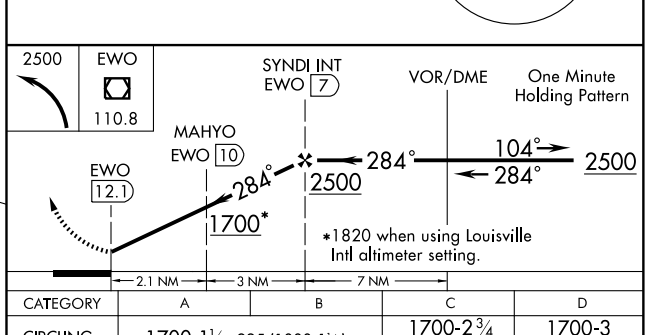
AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L



ELEV 775



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 925 (1000-1¼)		1700-2¾ 925 (1000-2¾)	1700-3 925 (1000-3)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

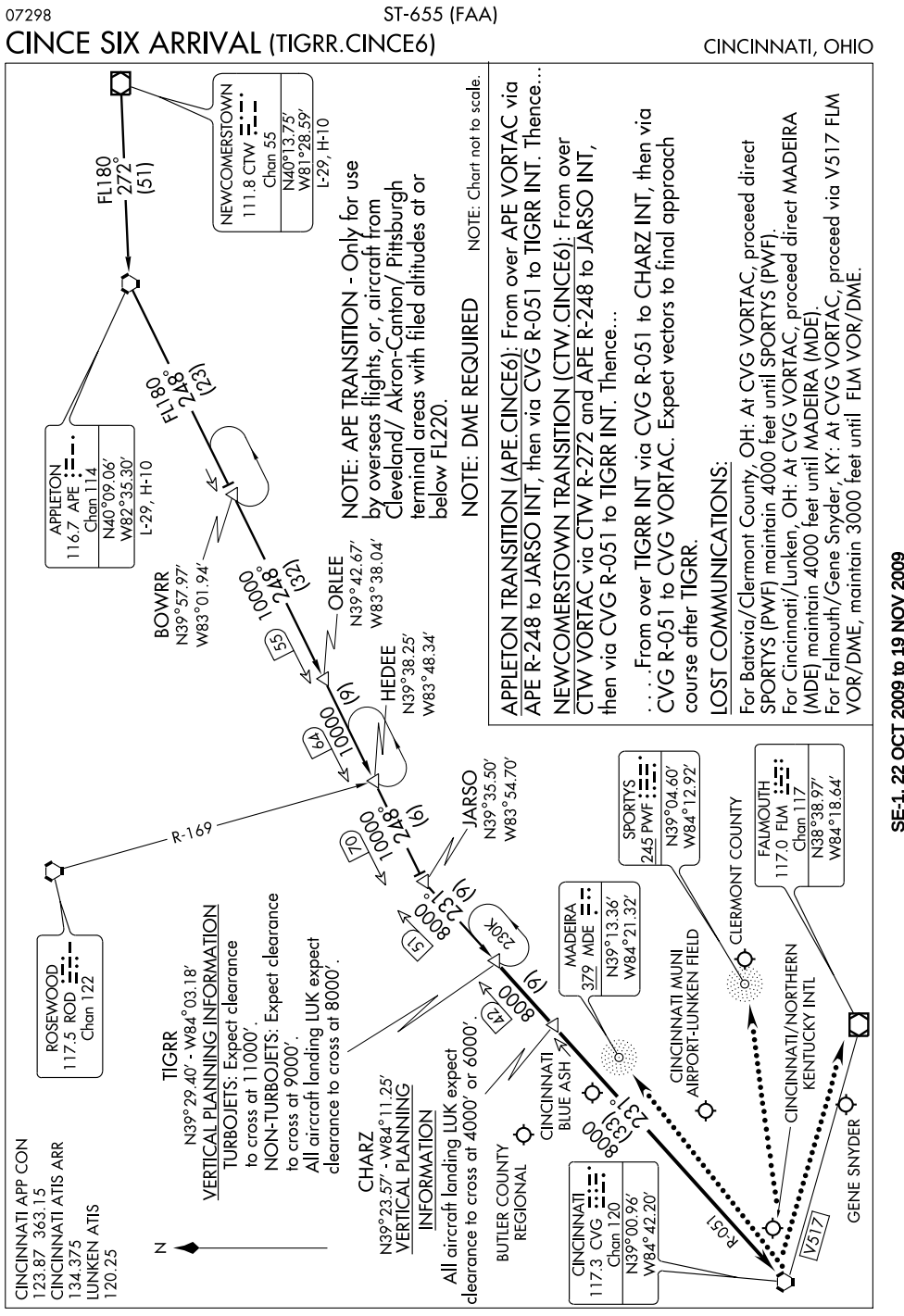
MAHYO FIX MINIMUMS

CIRCLING	1220-1 445 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

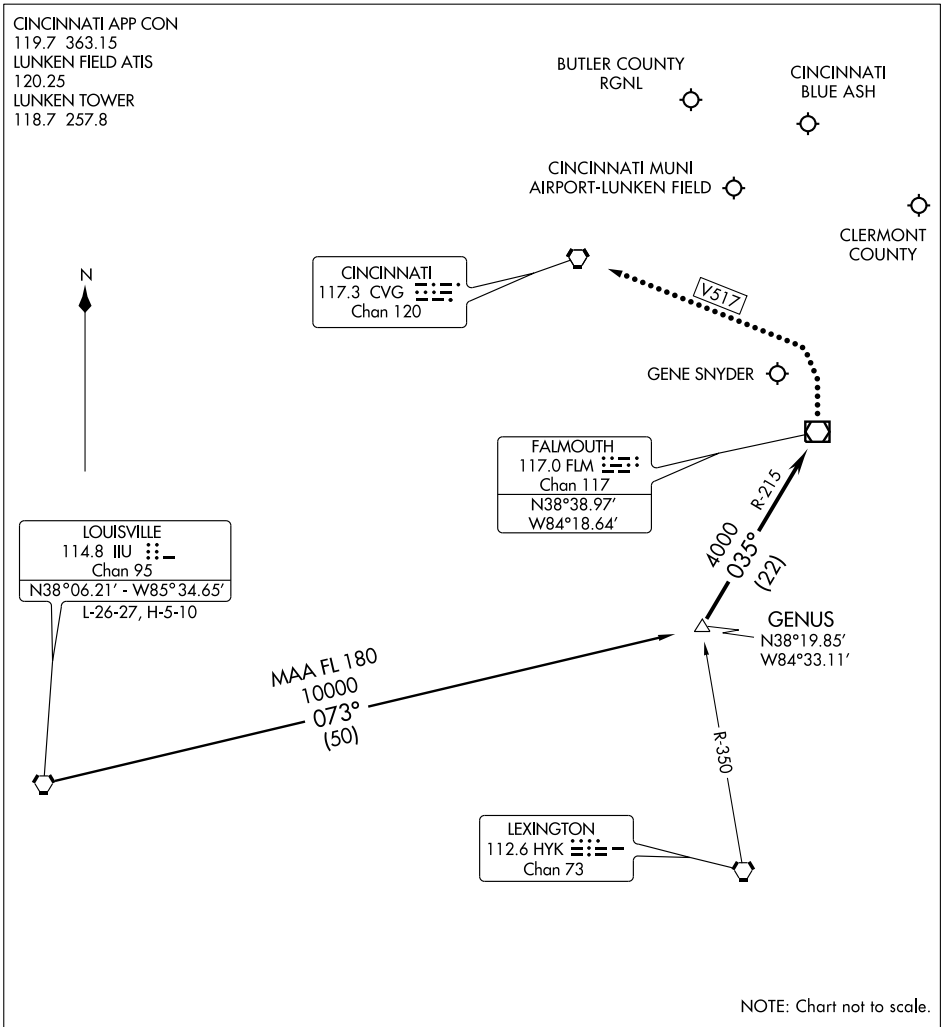
CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO



GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

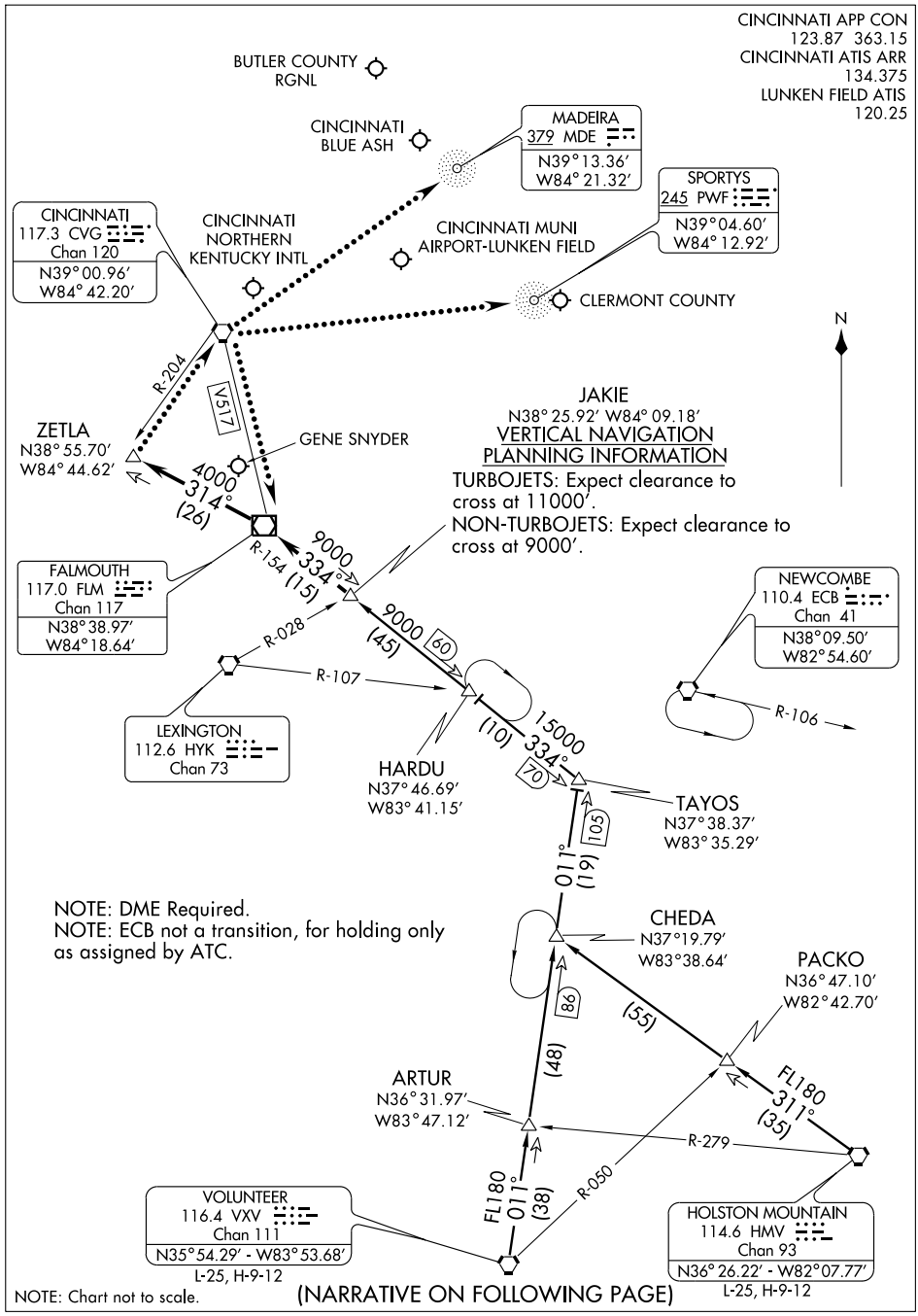
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 22 OCT 2009 to 19 NOV 2009

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

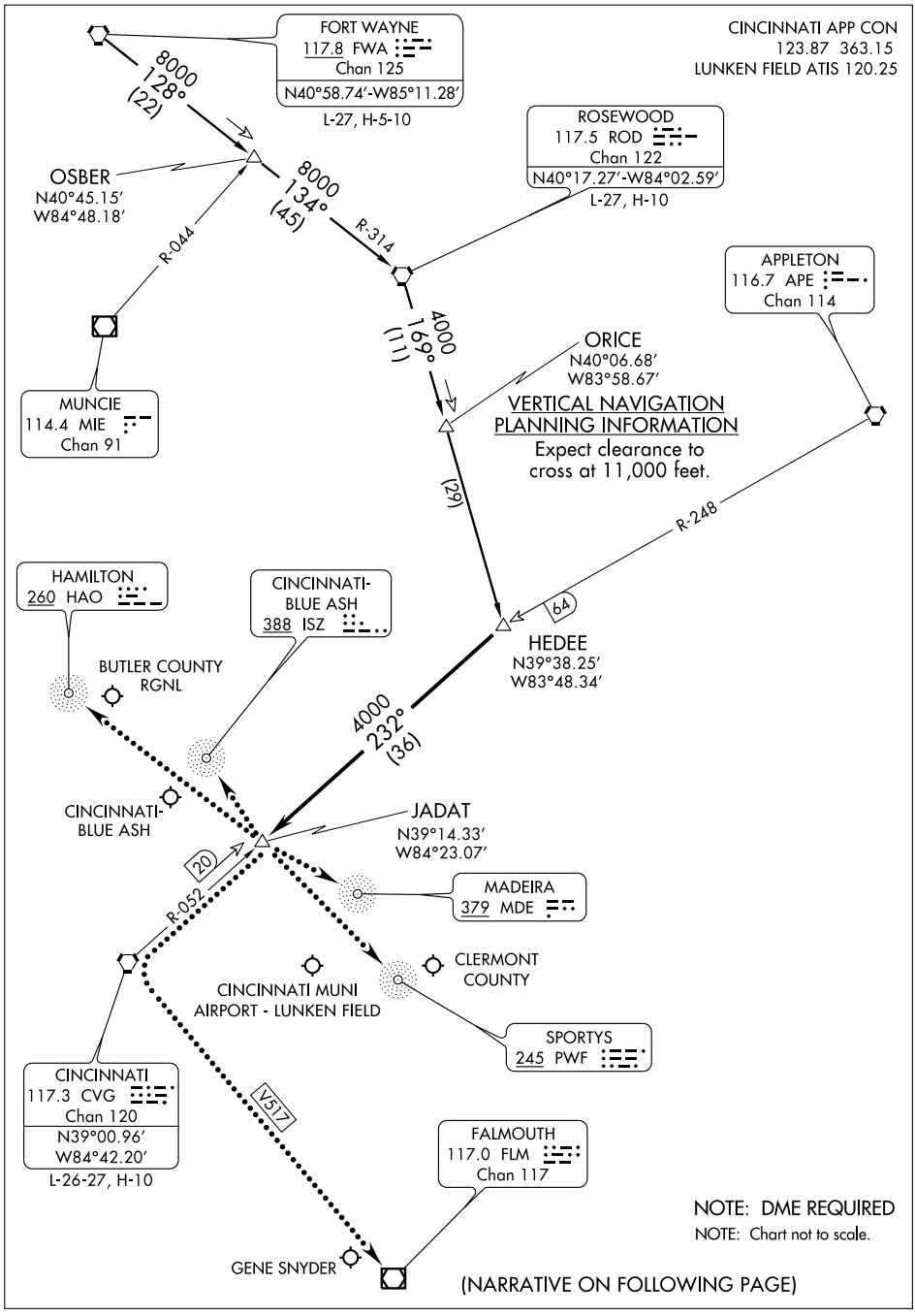
. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:
For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 22 OCT 2009 to 19 NOV 2009

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

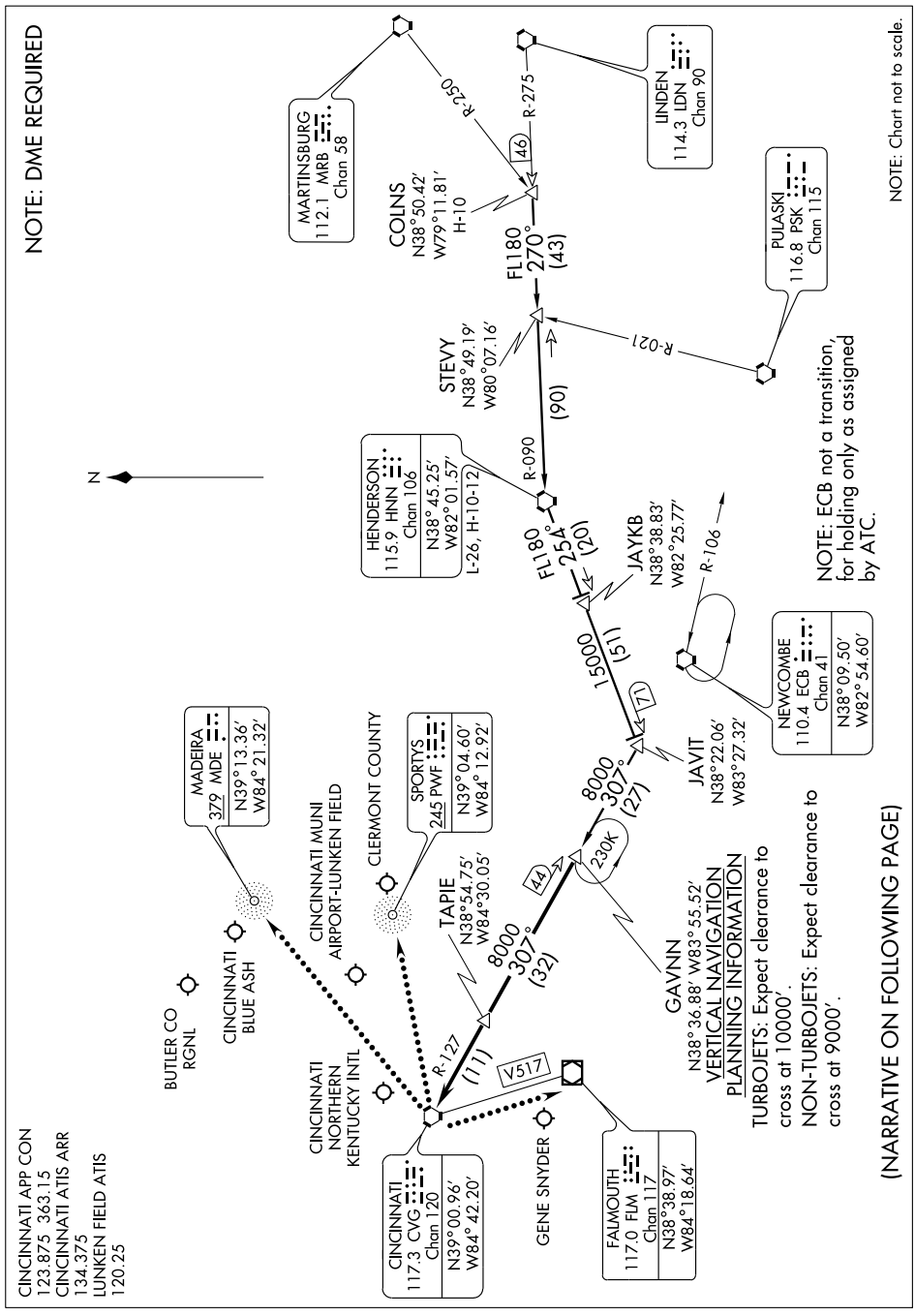
LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 22 OCT 2009 to 19 NOV 2009

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 22 OCT 2009 to 19 NOV 2009

VOR/DME FLM 117.0 Chan 117	APP CRS 315°	Rwy ldg N/A TDZE N/A Apt Elev 898

VOR or GPS-A

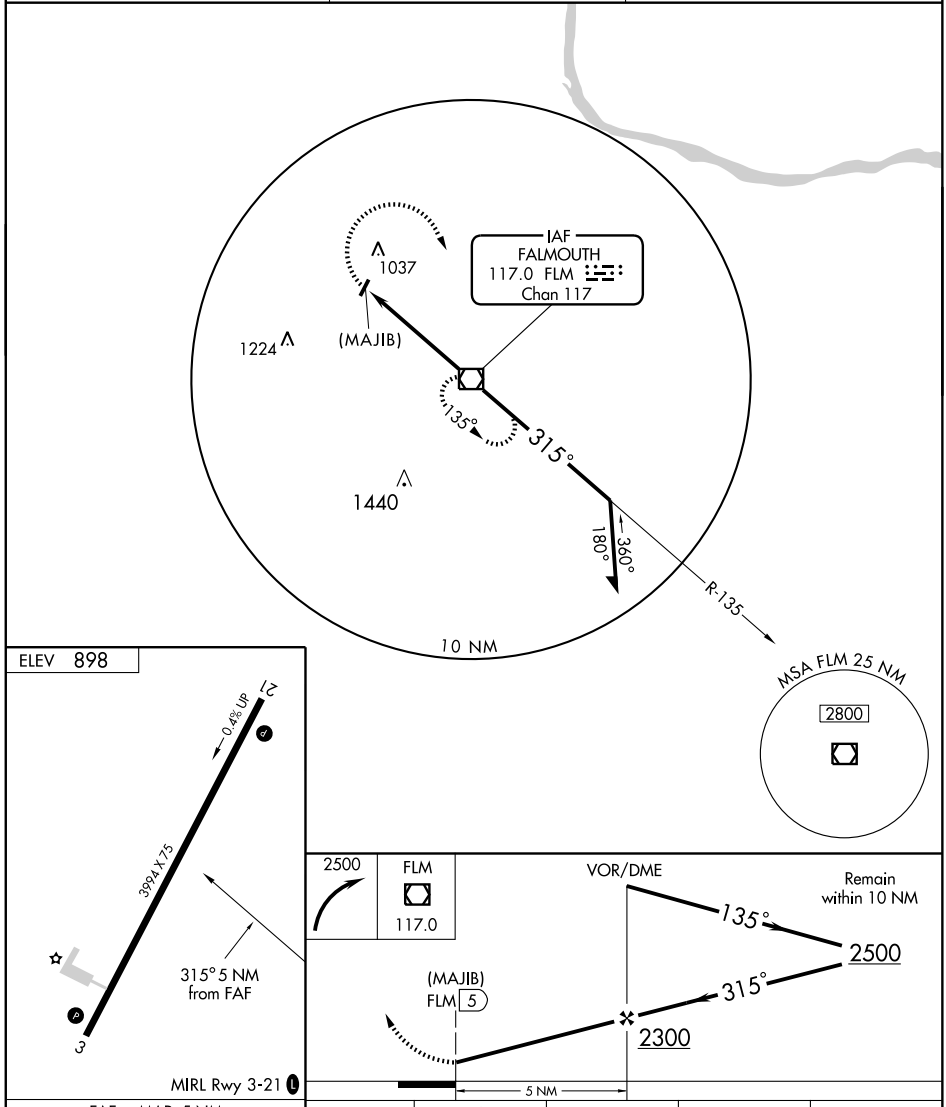
FALMOUTH/GENE SNYDER (K62)

T NA

Use Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

CINCINNATI APP CON	UNICOM	
121.0 257.725	122.7 (CTAF)	122.9 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1500-1 602 (700-1)		1500-1¾ 602 (700-1¾)	1500-2 602 (700-2)

LOC I-XWI	APP CRS	Rwy ldg	5001
109.15	251°	TDZE	914
		Apt Elev	914

LOC RWY 25

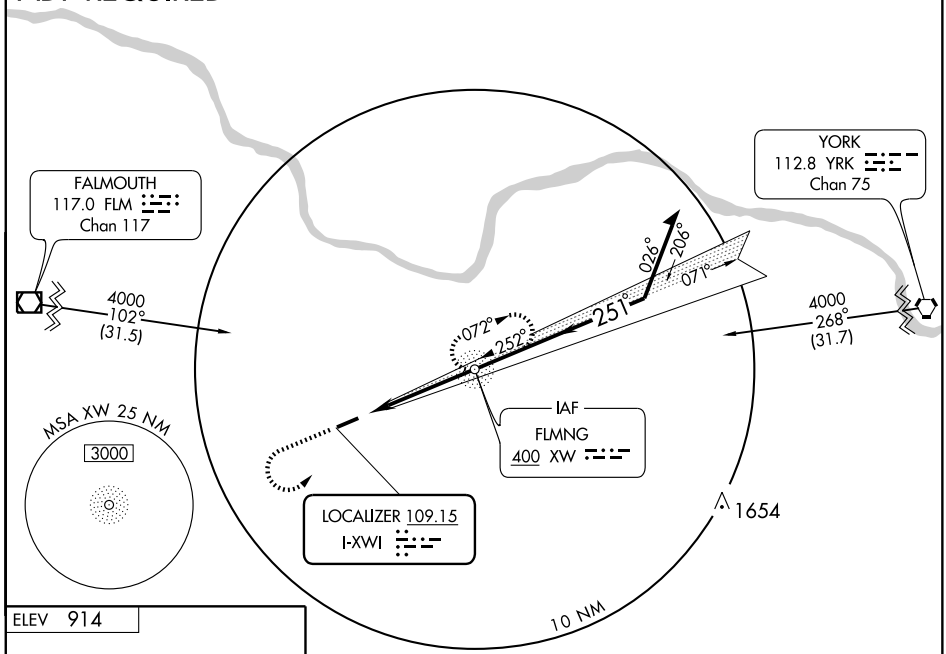
FLEMINGSBURG/FLEMING-MASON (FGX)

NA

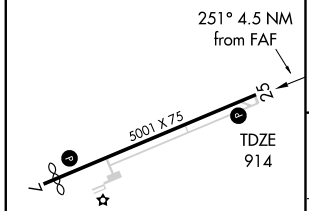
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

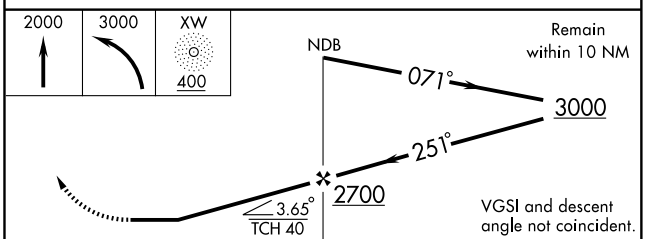
ADF REQUIRED



ELEV 914



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-25	1320-1	406 (500-1)	1320-1¼	406 (500-1¼)
CIRCLING	1360-1 446 (500-1)	1380-1 466 (500-1)	1380-1½ 466 (500-1½)	1480-2 566 (600-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 56312 W07A	APP CRS 072°	Rwy ldg 4702 TDZE 913 Apt Elev 913

RNAV (GPS) RWY 7

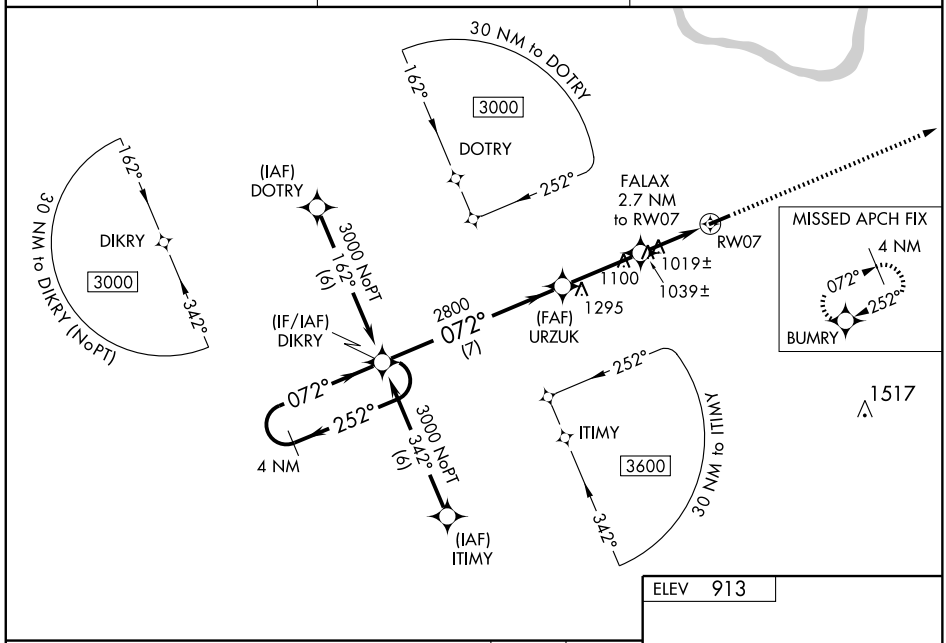
FLEMINGSBURG/FLEMING-MASON (FGX)

T
A NA

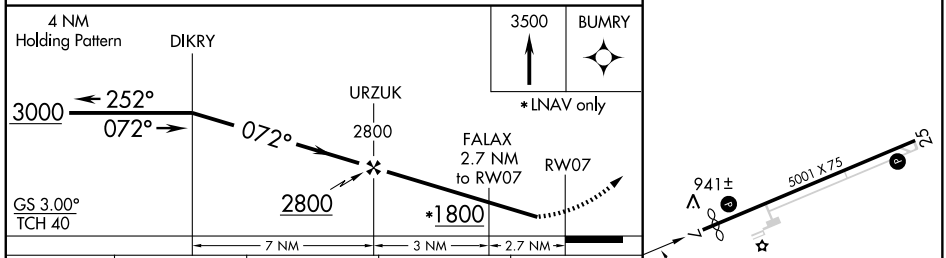
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cats. C/D visibility ¼ mile.

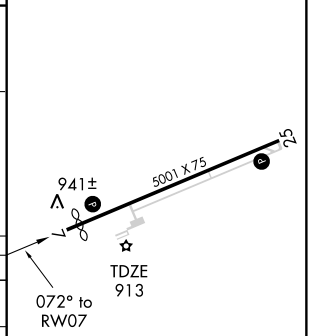
MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



SE-1, 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1256-1¼ 343 (400-1¼)			
LNAV MDA	1320-1 407 (500-1)		1320-1¼ 407 (500-1¼)	
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

WAAS CH 69212 W25A	APP CRS 252°	Rwy ldg 5001 TDZE 913 Apt Elev 913

RNAV (GPS) RWY 25

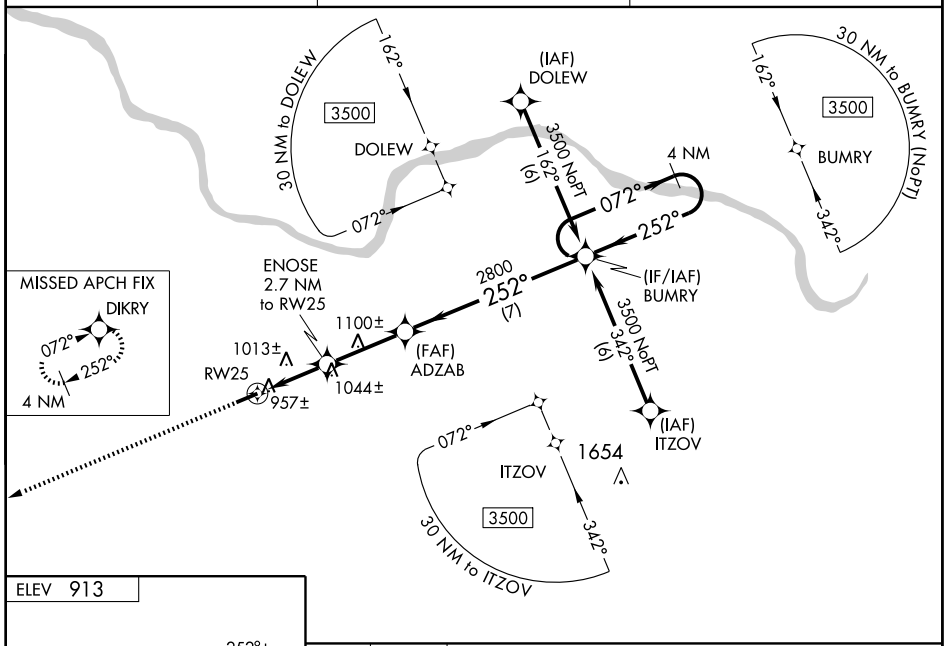
FLEMINGSBURG/ FLEMING-MASON (FGX)

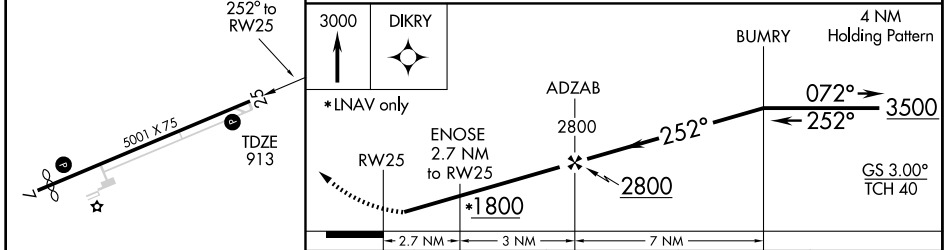
T
A NA

Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/ VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy ldg N/A TDZE N/A Apt Elev 913

VOR/DME-A

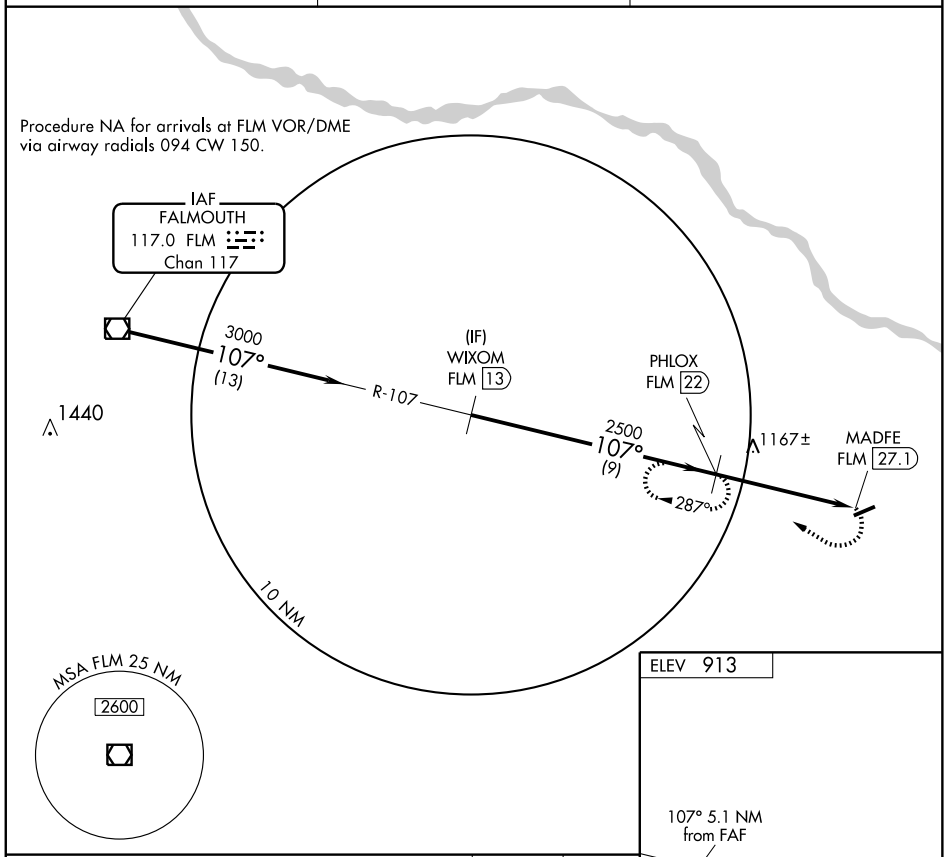
FLEMINGSBURG/FLEMING-MASON (FGX)

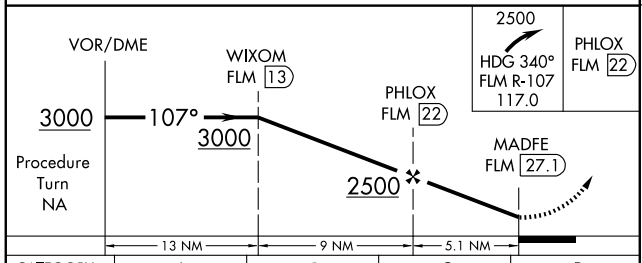
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

NA

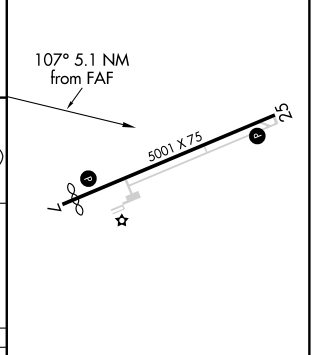
MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



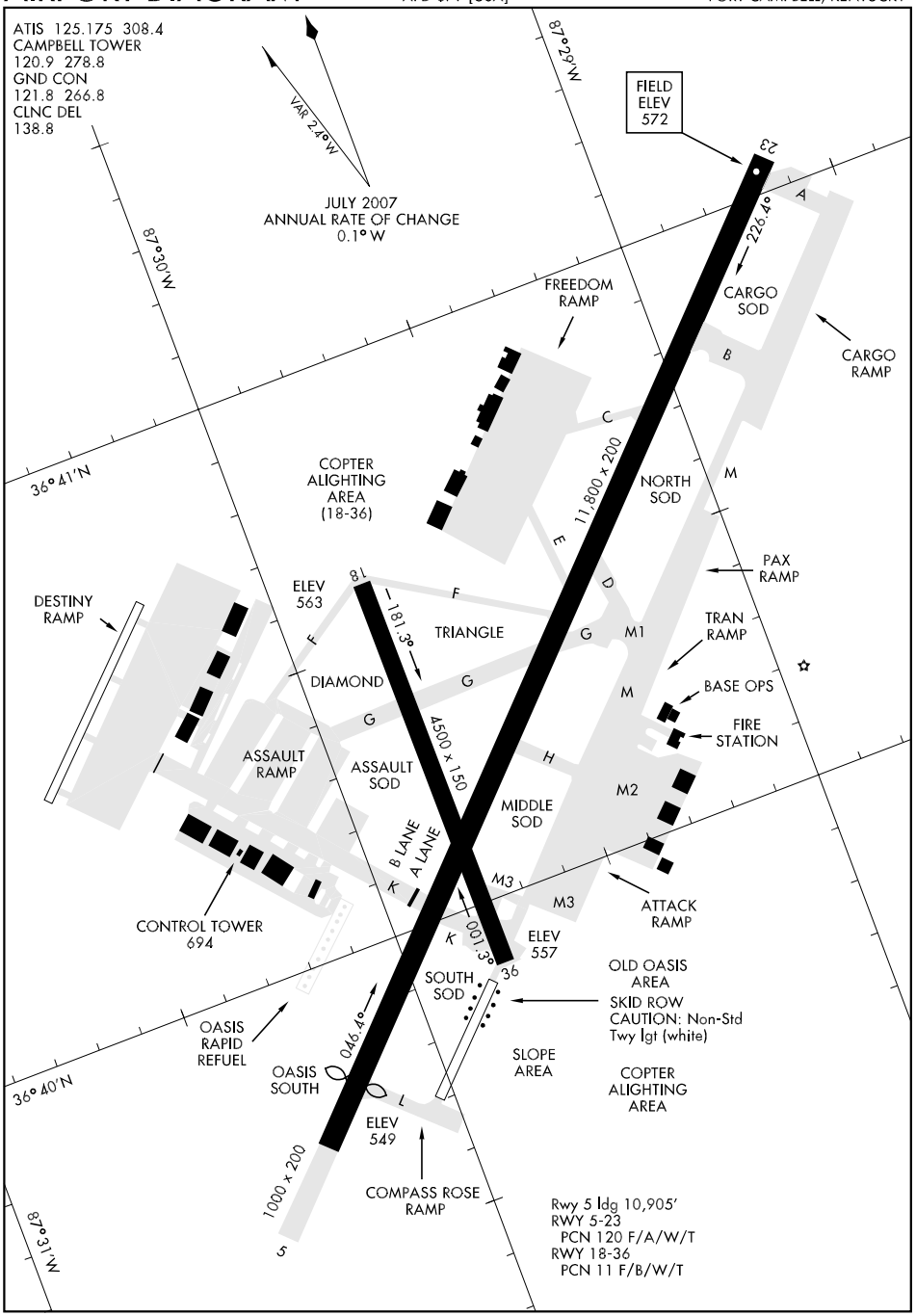


CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3 987 (1000-3)	



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 22 OCT 2009 to 19 NOV 2009


ATIS 125.175 308.4
CAMPBELL TOWER
120.9 278.8
GND CON
121.8 266.8
CLNC DEL
138.8
VAR 2.0°W
JULY 2007
ANNUAL RATE OF CHANGE
0.1°W
87°26'W
87°30'W
36°41'N
36°40'N
87°31'W
FIELD
ELEV
572
23
226.4°
A
CARGO
SOD
CARGO
RAMP
FREEDOM
RAMP
B
C
11,800 x 200
NORTH
SOD
M
COPTER
ALIGHTING
AREA
(18-36)
E
D
PAX
RAMP
ELEV
563
18
181.3°
F
TRIANGLE
G
M1
TRAN
RAMP
DESTINY
RAMP
DIAMOND
G
M
BASE OPS
FIRE
STATION
ASSAULT
RAMP
ASSAULT
SOD
4500 x 150
H
M2
MIDDLE
SOD
B LANE
A LANE
K
M3
M3
ATTACK
RAMP
CONTROL TOWER
694
K
001.3°
ELEV
557
36
SOUTH
SOD
OLD OASIS
AREA
SKID ROW
CAUTION: Non-Std
Twy lgt (white)
OASIS
RAPID
REFUEL
046.4°
SLOPE
AREA
OASIS
SOUTH
L
COPTER
ALIGHTING
AREA
ELEV
549
1000 x 200
5
COMPASS ROSE
RAMP
Rwy 5 ldg 10,905'
RWY 5-23
PCN 120 F/A/W/T
RWY 18-36
PCN 11 F/B/W/T

ILS or LOC RWY 23

LOC I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy ldg 11,800 TDZE 572 Arpt Elev 572

AL-679 [USA]

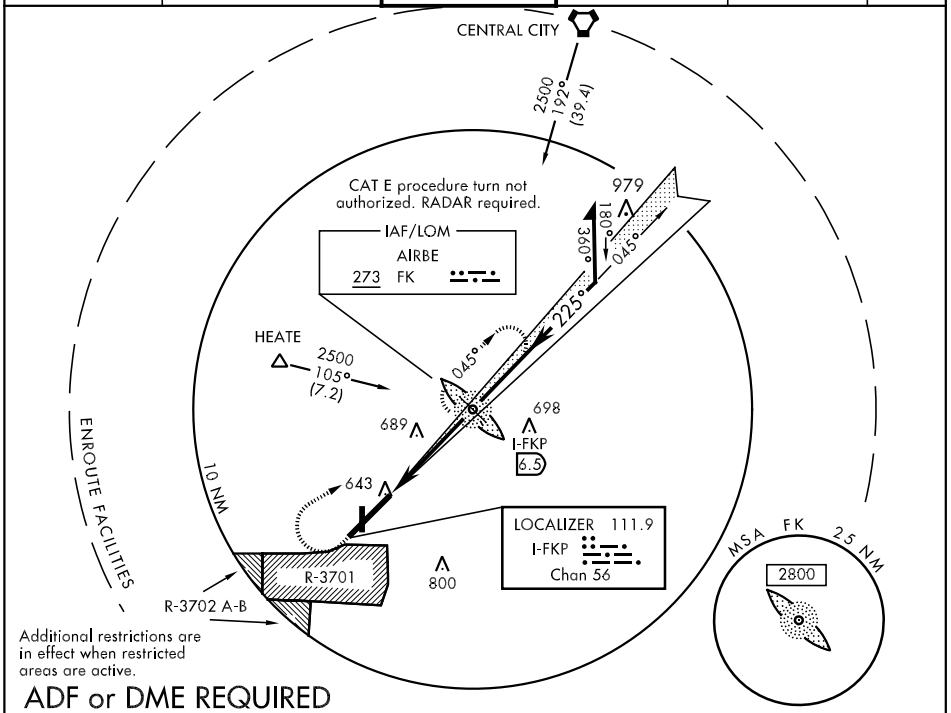
CAMPBELL AAF (KHOP)

* When ALS inop, increase CAT E RVR to 60 and vis to 1¼ miles.
** Circling not authorized SE Rwy 5-23.

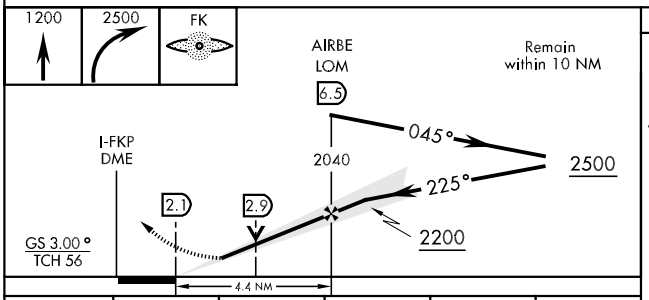
SALS A2

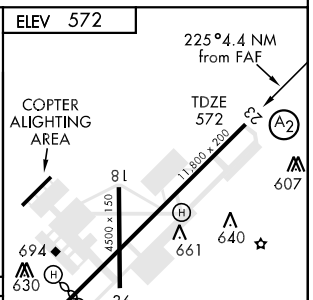
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



ADF or DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 23	772/24 200 (200-½)		772/40 200 (200-¾)		
S-LOC 23 *	900/40 328 (400-¾)				900/50 328 (400-1)
CIRCLING **	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)	
S-PAR 23	772/40 200 (200-¾) GS 3.00°				

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NDB RWY 23

NDB FK	APCH CRS	Rwy ldg / TDZE / Arpt Elev
273	225°	11,800 / 572 / 572

AL-679 [USA]

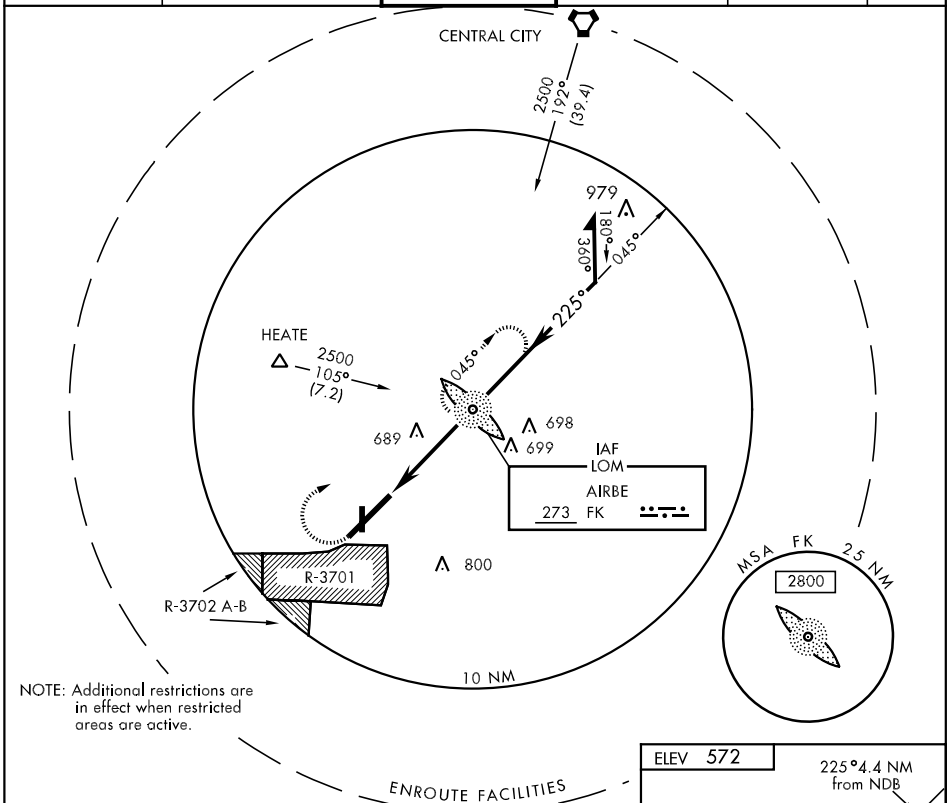
CAMPBELL AAF (KHOP)

* Circling not authorized SE Rwy 5-23.

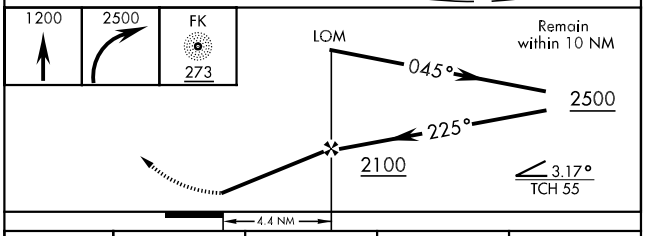
SALS A2

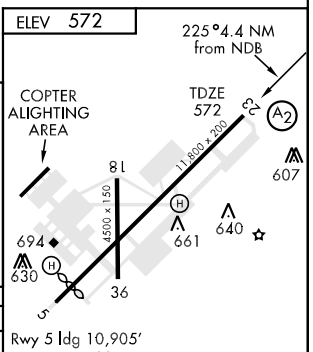
MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



NOTE: Additional restrictions are in effect when restricted areas are active.





Rwy 5 ldg 10,905'
HIRL Rwy 5-23

CATEGORY	A	B	C	D
S-23	1000/40 428 (500-¾)		1000/50 428 (500-1)	1000/60 428 (500-1¼)
CIRCLING *	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)
S-PAR 23	772/40 200 (200-¾) GS 3.00°			

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	4500
180°	TDZE	562
	Arpt Elev	572

AL-679 [USA]

CAMPBELL AAF (KHOP)

* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.
Procedure NA for arrivals at BNA VORTAC via V140 eastbound.

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

NASHVILLE
114.1 BNA
Chan 88

VERTS

3000 109° (42.0)

(IAF) BRDLY

3000 110° (5.0)

3000 201° (5.0)

3000 201° (28.2)

(IAF) PATNN

3000 262° (8.5)

SHRMN

2200 180° (6.1)

(FAF) HUPTO

749

180°

RW18

(IAF) GNSHP

187° 400

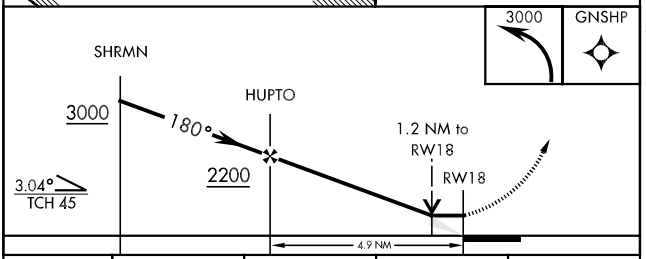
3000 268° (42.5)

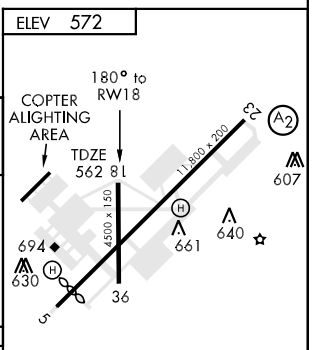
3100 327° (54.5)

MSA RW18 25 NM

2700

R3702A R3702B R3701





CATEGORY	A	B	C	D
LNAV MDA	1000-1 438 (500-1)		1000-1¼ 438 (500-1¼)	NA
CIRCLING *	1020-1 448 (500-1)		1040-1½ 468 (500-1½)	NA

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

RNAV (GPS) RWY 23

WAAS Chan **56203** **W23A**	APCH CRS **225°**	Rwy ldg **11,800** TDZE **572** Arpt Elev **572**	AL-679 [USA]	CAMPBELL AAF (KHOP)

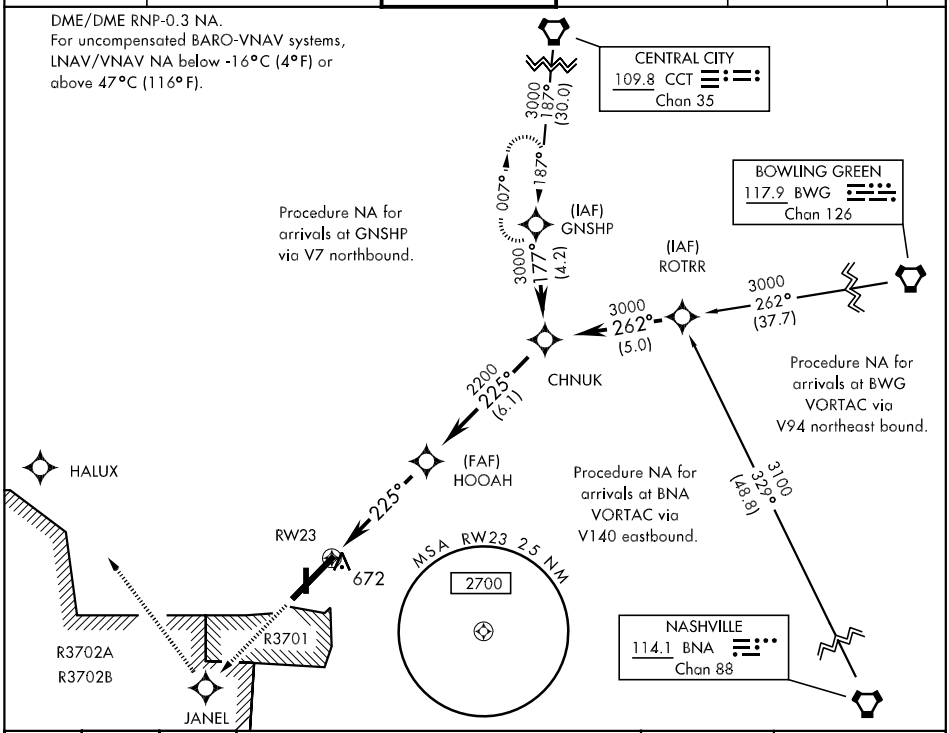
* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
** When ALS inop, increase RVR to 60 and vis to 1¼ miles.
*** Circling NA SE of Rwy 5-23.

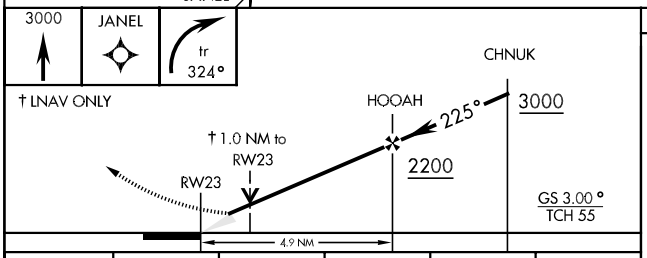
SALS (A2)

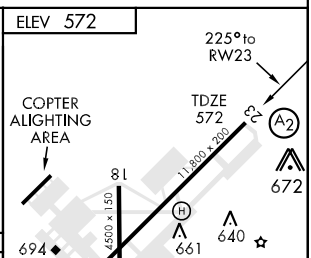
MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).





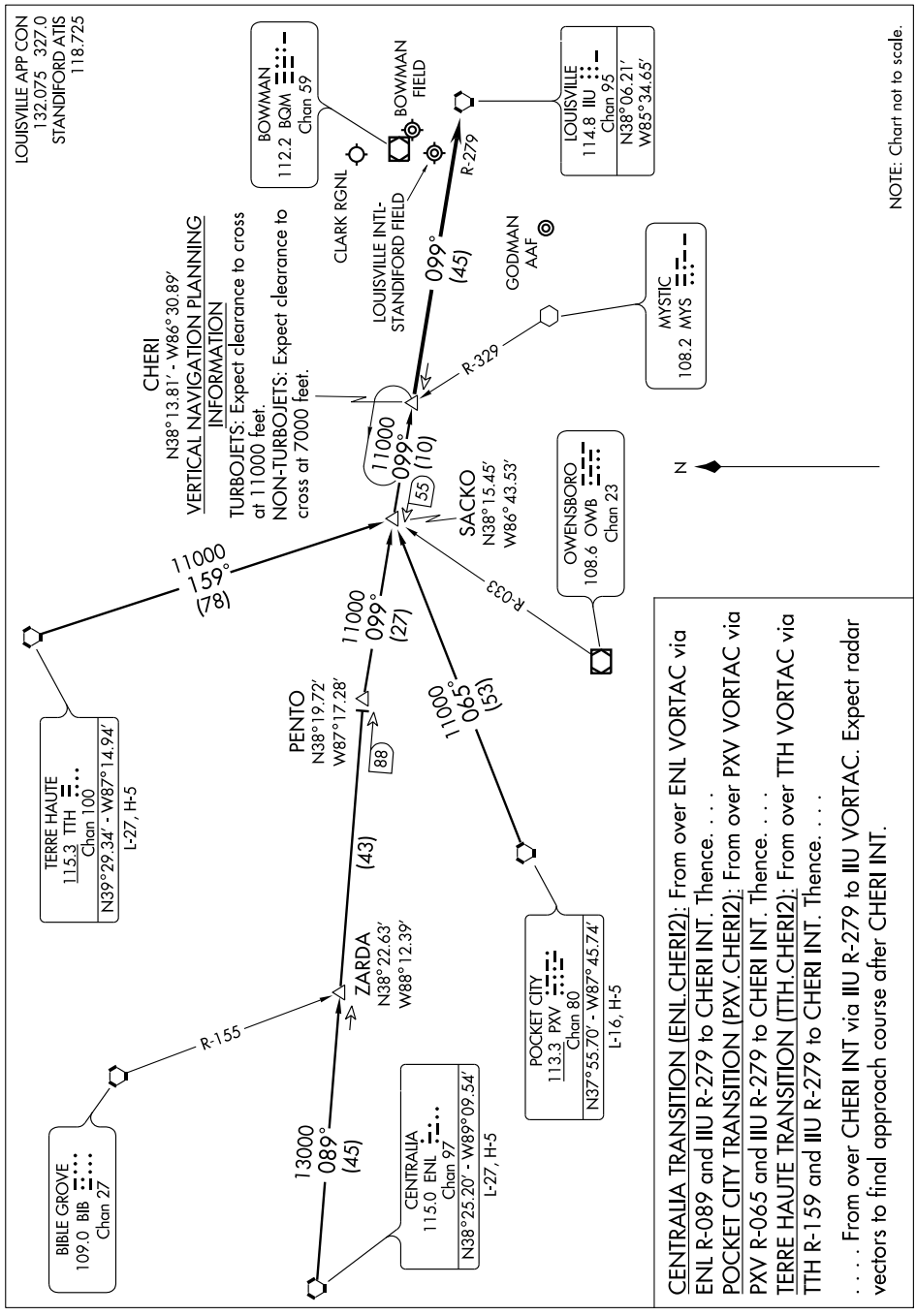


CATEGORY	A	B	C	D	E
LPV DA	822/40 250 (300-¾)				
LNAV/VNAV DA**	922/50 350 (400-1)				
LNAV MDA*	940/40 368 (400-¾)			940/50 368 (400-1)	
CIRCLING***	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)	
S-PAR 23	772/40 200 (200-¾) GS 3.00°				

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



NDB RWY 18

NDB GOI	APCH CRS	Rwy ldg / TDZE / Arpt Elev
396	177°	5585 / 755 / 756

AL-151 [USA]

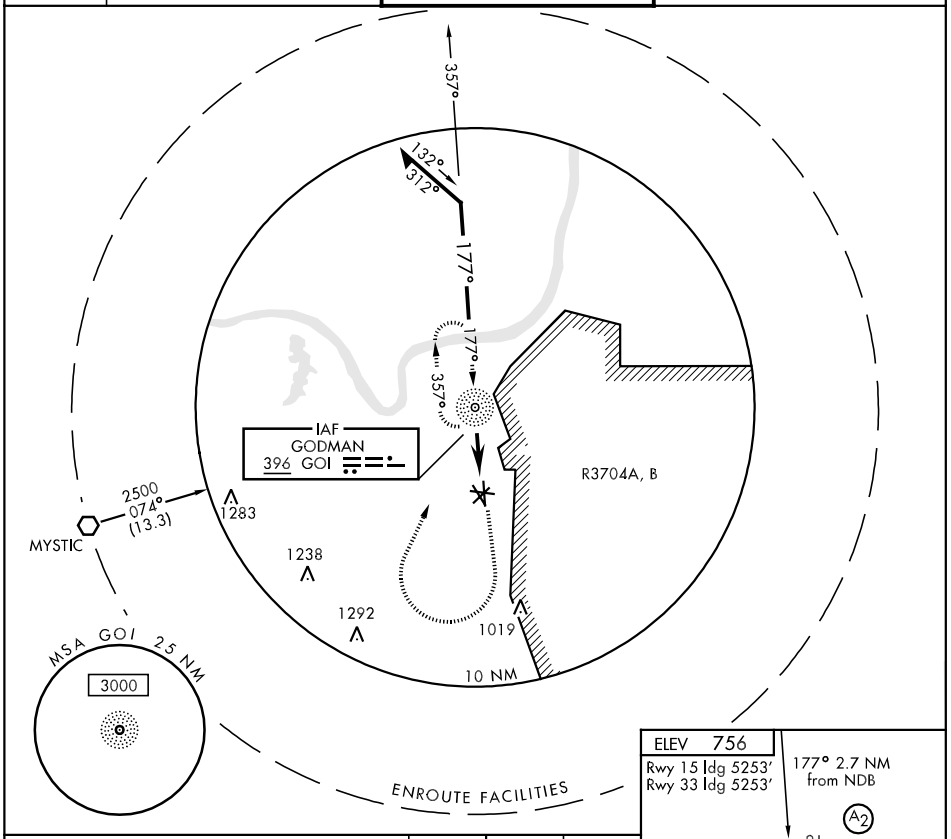
GODMAN AAF (KFTK)

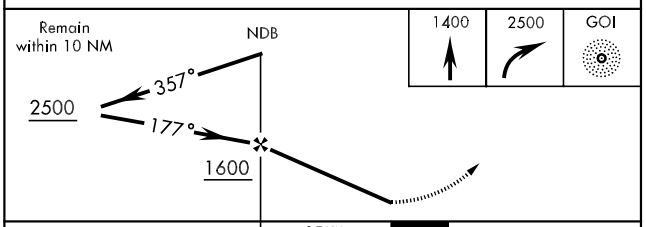
NA when twr clsd

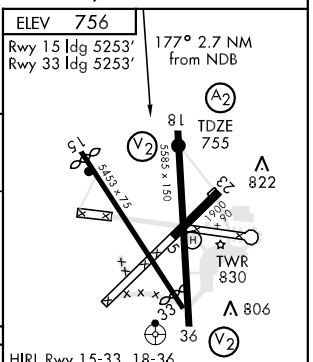
SALS A2

MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3







CATEGORY	A	B	C	D
S-18	1220/40 465 (500-¾)		1220/50 465 (500-1)	1220/60 465 (500-1¼)
CIRCLING	1220-1 464 (500-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

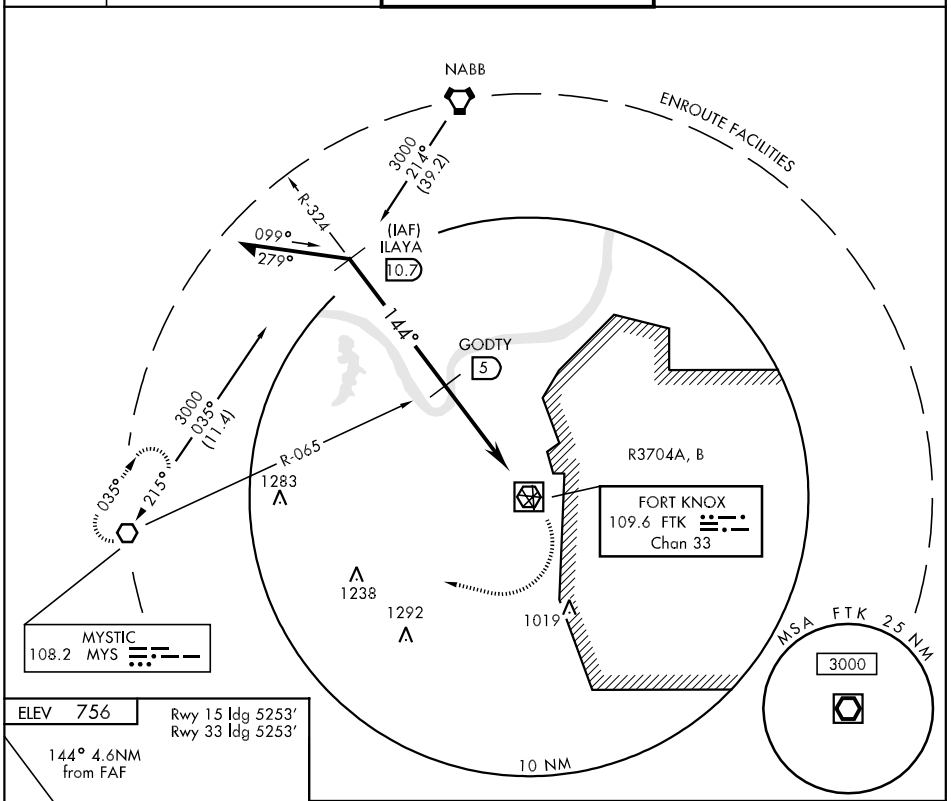
SE-1, 22 OCT 2009 to 19 NOV 2009

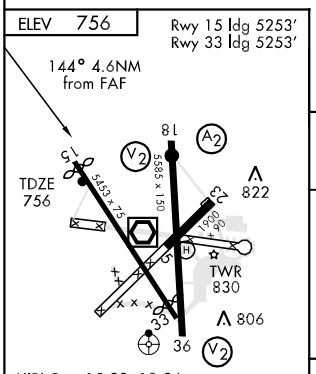
VOR RWY 15

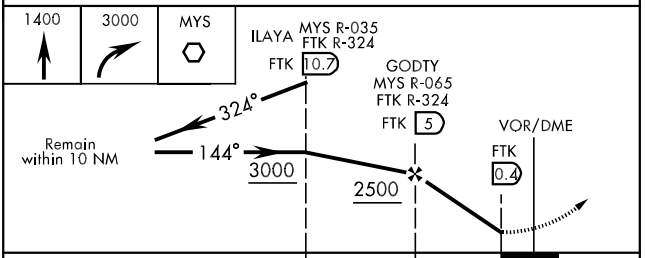
VOR/DME FTK 109.6 Chan 33	APCH CRS 144°	Rwy ldg 5253 TDZE 756 Arpt Elev 756	AL-151 [USA]	GODMAN AAF (KFTK)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-15	1180-1 424 (500-1)		1180-1¼ 424 (500-1¼)	
CIRCLING	1220-1 464 (500-1)	1300-1 544 (600-1)	1300-1½ 544 (600-1½)	1320-2 564 (600-2)

VOR RWY 18

VOR/DME FTK	APCH CRS	Rwy ldg 5585
109.6	186°	TDZE 755
Chan 33		Arpt Elev 756

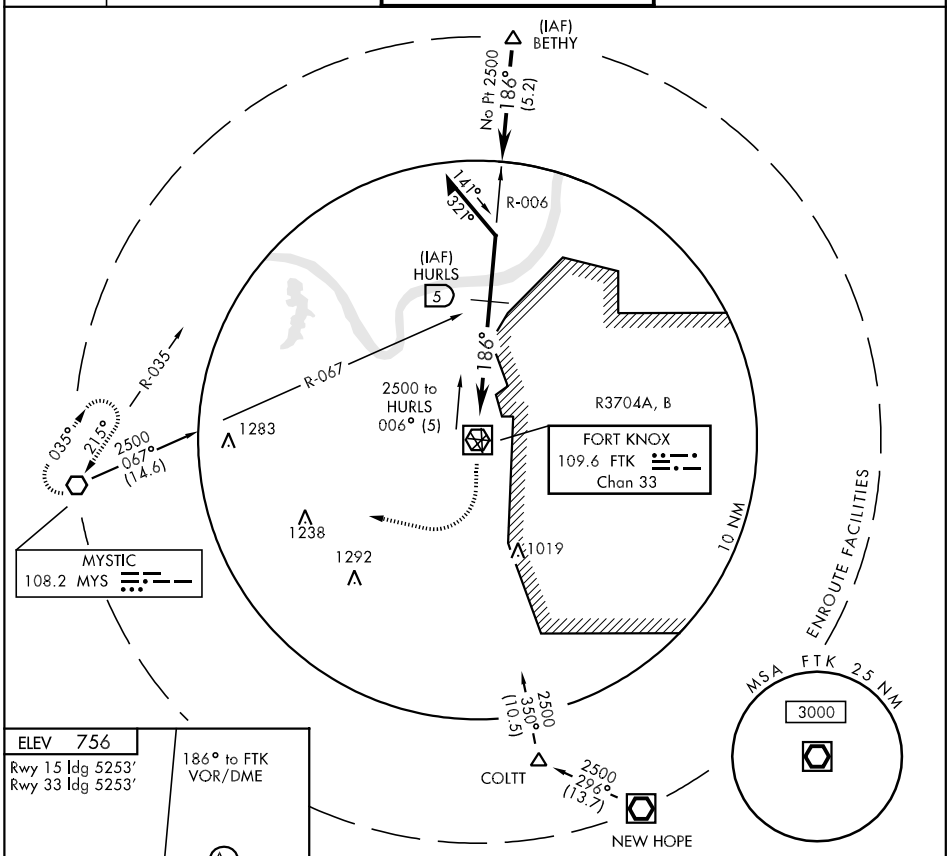
AL-151 [USA]

GODMAN AAF (KFTK)

SALS A2

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

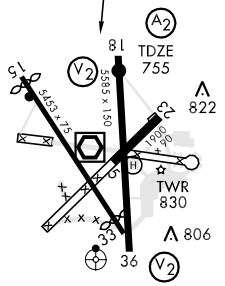
ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3



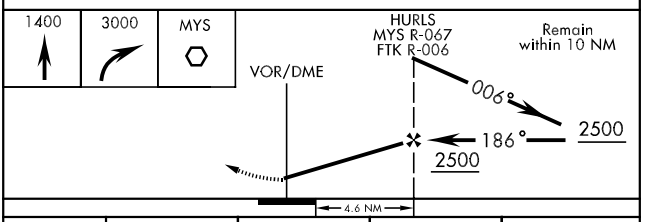
ELEV 756

Rwy 15 ldg 5253′
Rwy 33 ldg 5253′

186° to FTK
VOR/DME



HIRL Rwy 15-33, 18-36
REIL Rwy 15



CATEGORY	A	B	C	D
S-18	1160/40 405 (500-¾)		1160/50 405 (500-1)	
CIRCLING	1220-1 464 (500-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)

VOR RWY 36

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy ldg 5585 TDZE 741 Arpt Elev 756	AL-151 [USA]	GODMAN AAF (KFTK)

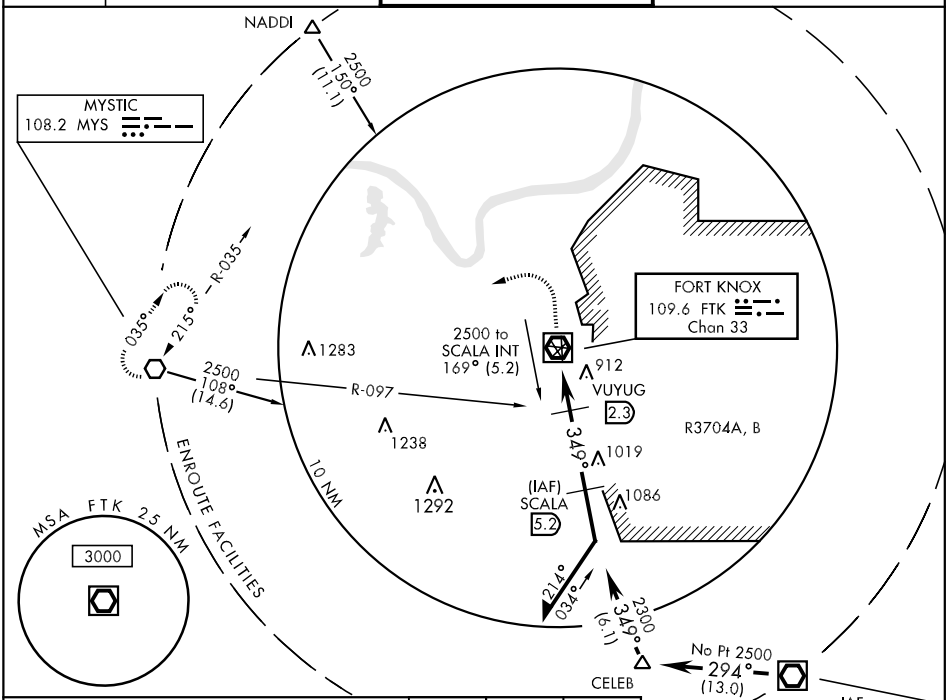
Visibility reduction by helicopters NA.

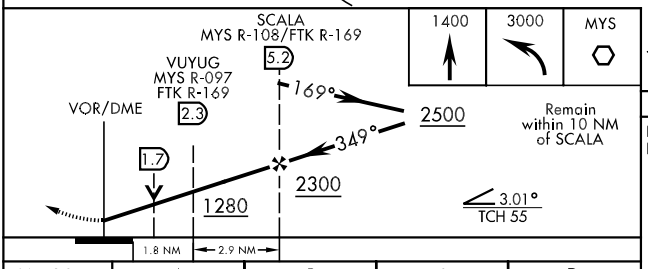
*For inoperative ODALS, increase S-36 visibility CAT D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

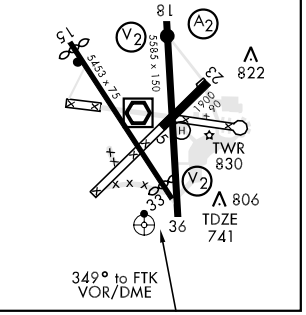




ELEV 756

Rwy 15 ldg 5253'
Rwy 33 ldg 5253'

HIRL Rwy 15-33, 18-36
REIL Rwy 15



CATEGORY	A	B	C	D
S-36 *	1280-¾ 539 (600-¾)		1280-1¼ 539 (600-1¼)	1280-1½ 539 (600-1½)
CIRCLING	1280-1 524 (600-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)
VUYUG MINIMA				
S-36 *	1180-¾ 439 (500-¾)		1180-1 439 (500-1)	1180-1¼ 439 (500-1¼)
CIRCLING	1220-1 464 (500-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)

LOC/DME I-FFT 109.95 Chan 36 (Y)	APP CRS 247°	Rwy ldg 5900 TDZE 790 Apt Elev 806

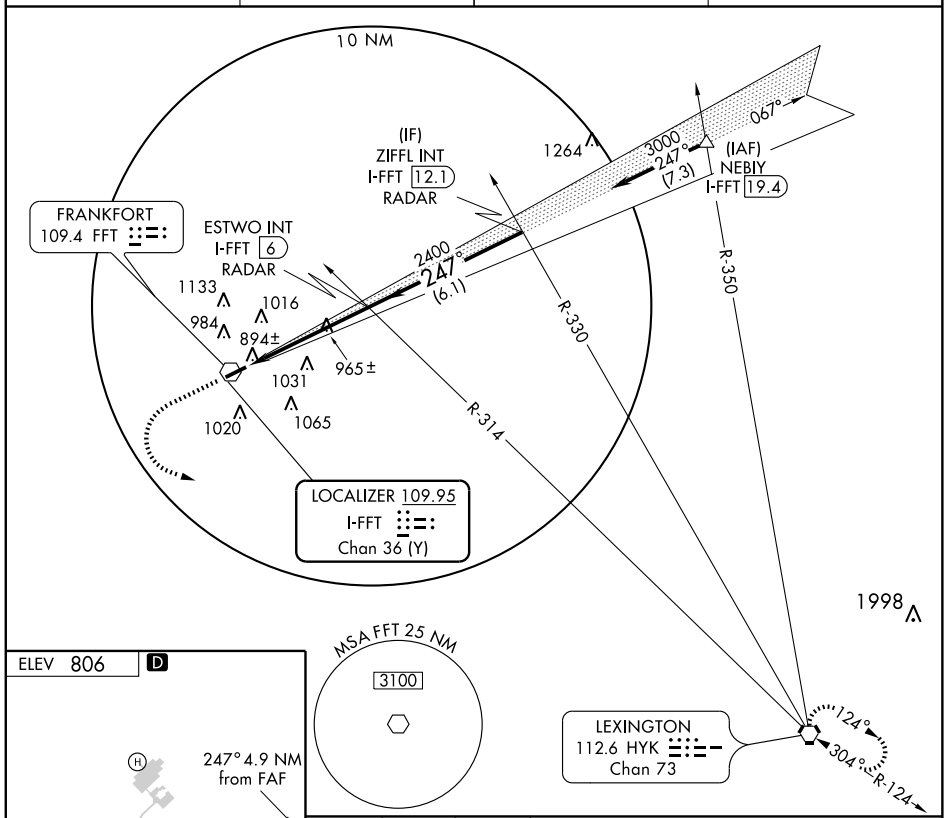
LOC RWY 24

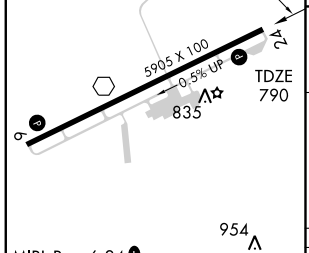
FRANKFORT/ CAPITAL CITY (FFT)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

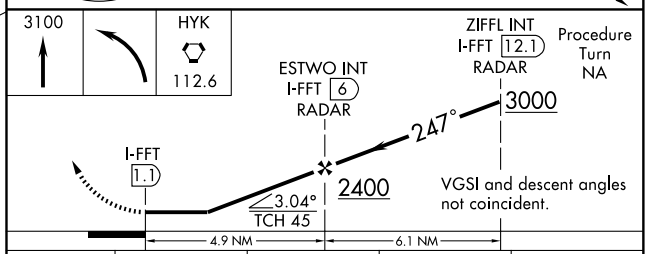
ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L





MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-24	1280-1 490 (500-1)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

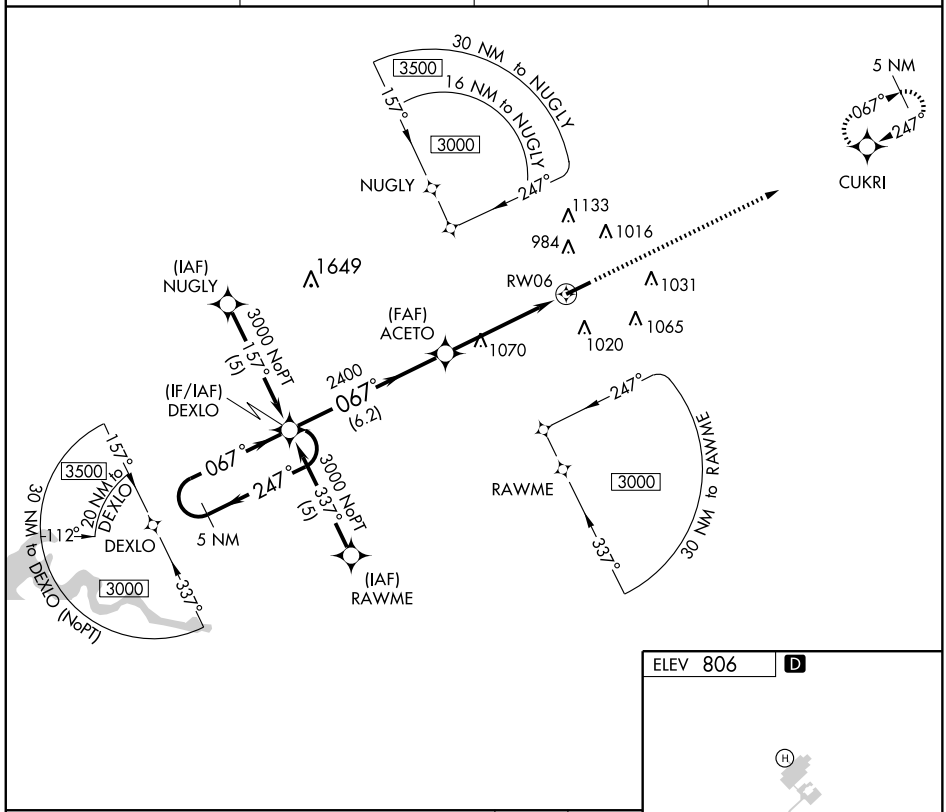
APP CRS	Rwy ldg	5500
067°	TDZE	806
	Apt Elev	806

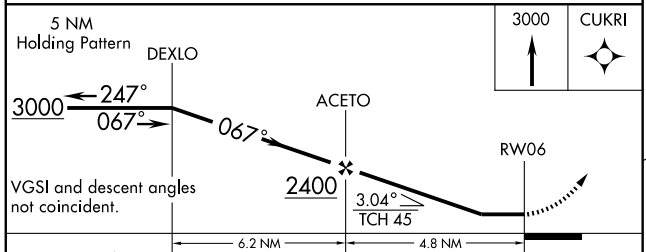
RNAV (GPS) RWY 6
FRANKFORT/CAPITAL CITY (FFT)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

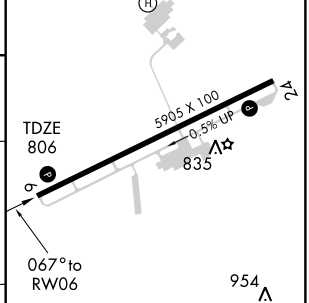
MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1320-1¾ 514 (600-1¾)
CIRCLING	1320-1 514 (600-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1. 22 OCT 2009 to 19 NOV 2009

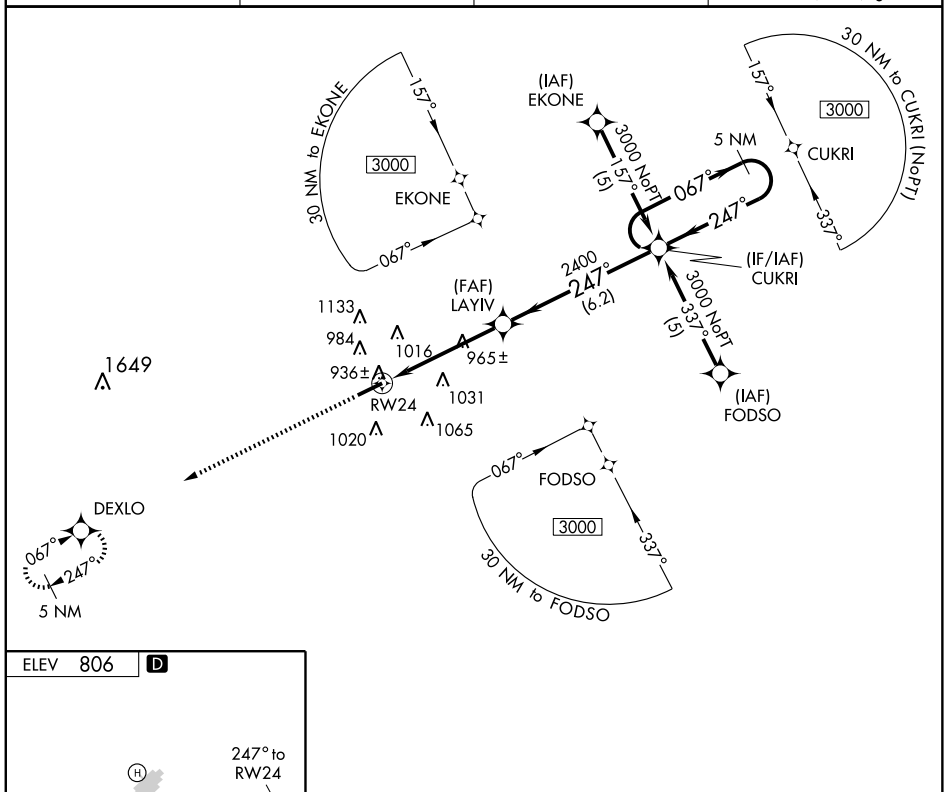
APP CRS	Rwy ldg	5900
247°	TDZE	790
	Apt Elev	806

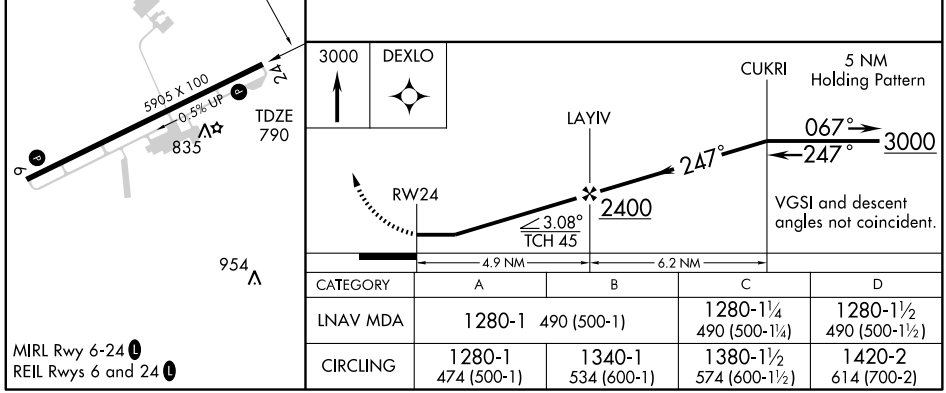
RNAV (GPS) RWY 24
FRANKFORT/ CAPITAL CITY (FFT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1280-1 490 (500-1)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

VOR FFT	APP CRS	Rwy ldg	5900
109.4	251°	TDZE	785
		Apt Elev	803

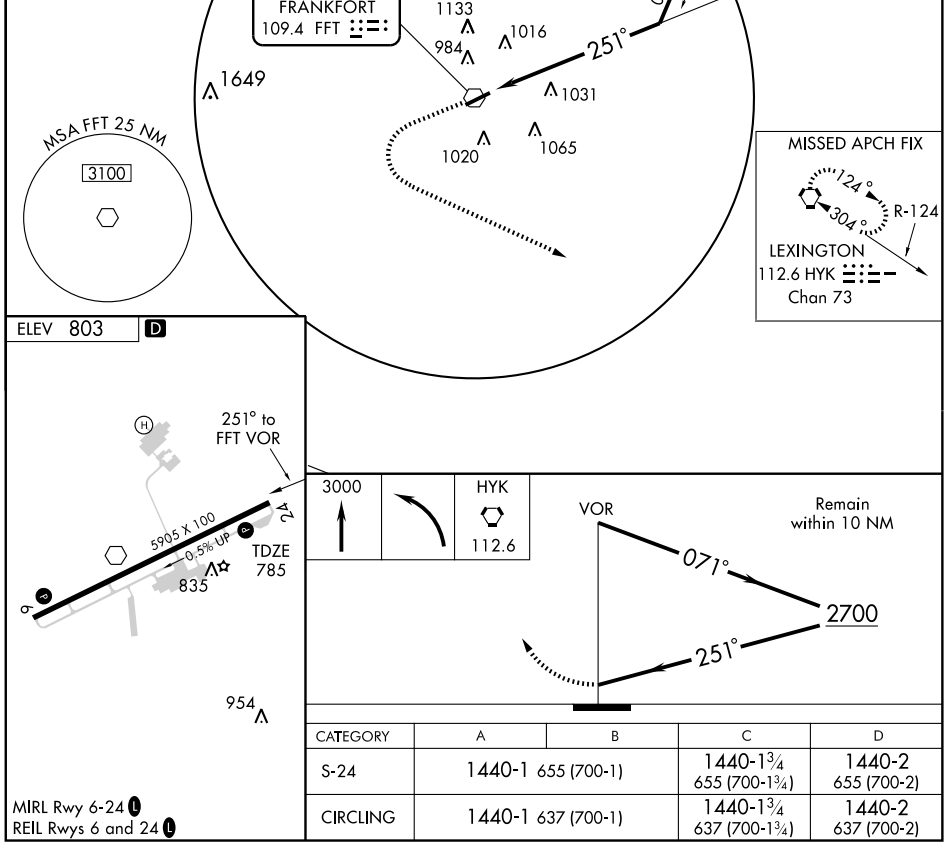
VOR RWY 24

FRANKFORT/ CAPITAL CITY (FFT)

NA

MISSED APPROACH: Climb to 3000 then left turn direct HYK VORTAC and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1440-1 655 (700-1)		1440-1¾ 655 (700-1¾)	1440-2 655 (700-2)
CIRCLING	1440-1 637 (700-1)		1440-1¾ 637 (700-1¾)	1440-2 637 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 56309 W03A	APP CRS 029°	Rwy ldg 5498 TDZE 940 Apt Elev 947

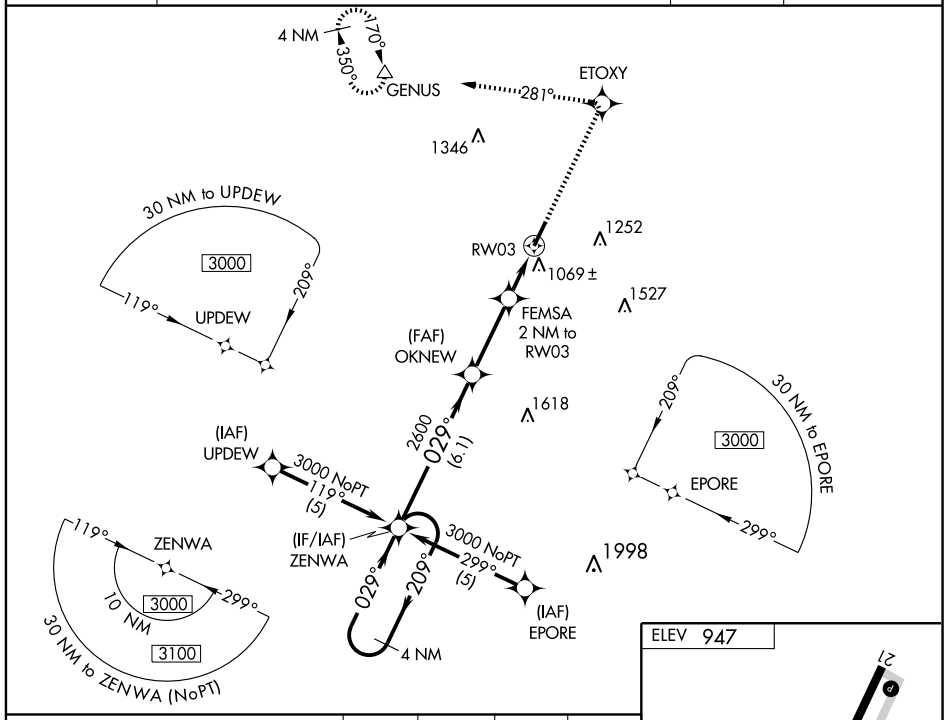
RNAV (GPS) RWY 3

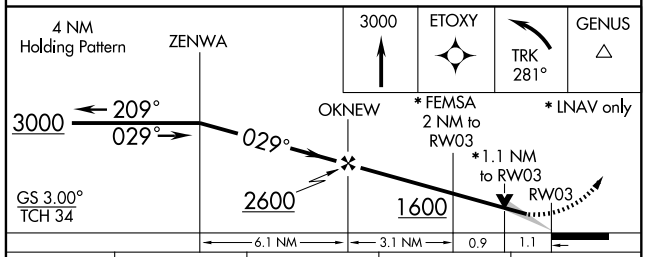
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1228, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LNAV/VNAV visibility all Cats. and LNAV Cat. C visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

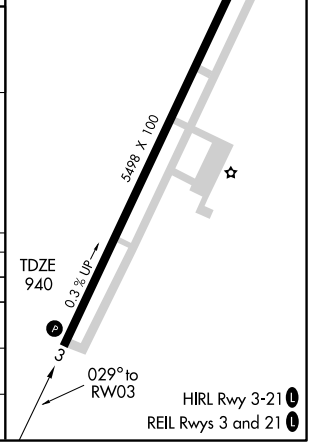
MISSED APPROACH: Climb to 3000 direct ETOXY and left turn via 281° track to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1190-1 250 (300-1)			
LNAV/VNAV DA	1375-1½ 435 (500-1½)			
LNAV MDA	1320-1 380 (400-1)			1320-1¼ 380 (400-1¼)
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1560-2 613 (700-2)



SE-1. 22 OCT 2009 to 19 NOV 2009

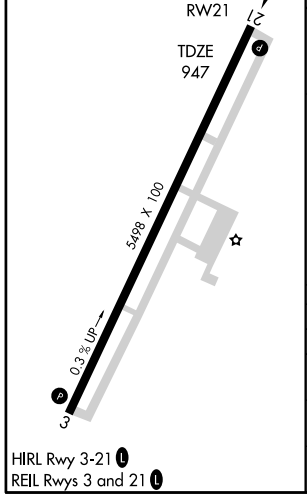
WAAS CH 48909 W21A	APP CRS 209°	Rwy ldg 5498 TDZE 947 Apt Elev 947

RNAV (GPS) RWY 21
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

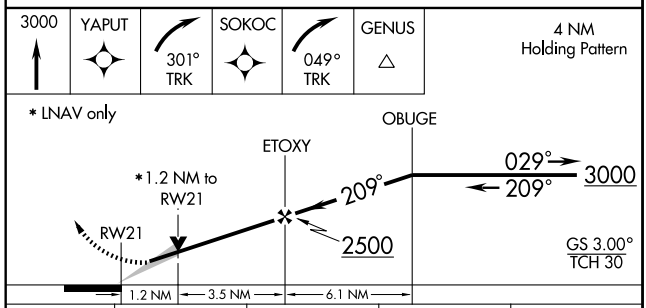
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1235, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LNAV Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn via 301° track to SOKOC and right turn via 049° track to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L



HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1197-1 250 (300-1)			
LNAV/VNAV DA	1421-1¾ 474 (500-1¾)			
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1560-2 613 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC HYK	APP CRS	Rwy ldg	5498
112.6	005°	TDZE	943
Chan 73		Apt Elev	946

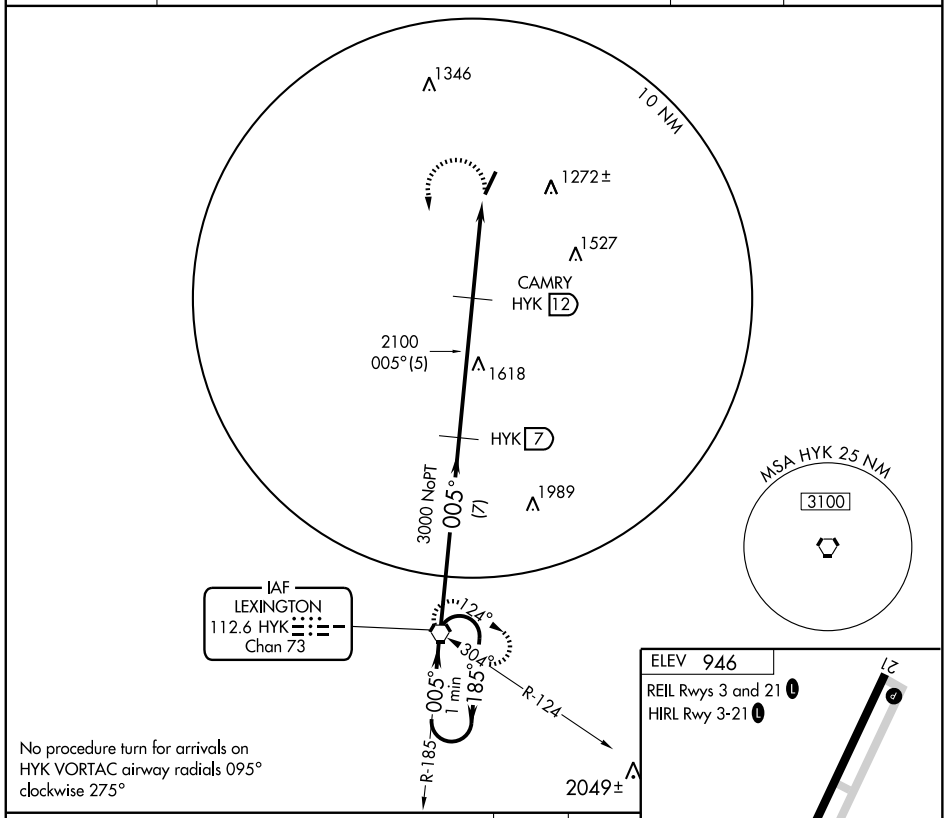
VOR/DME RWY 3

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

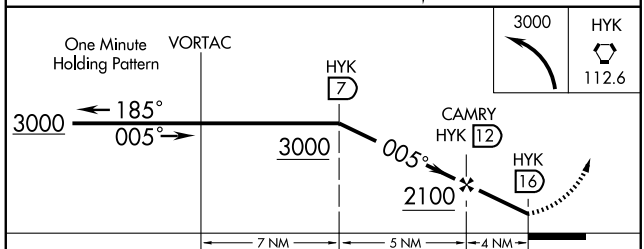
NA

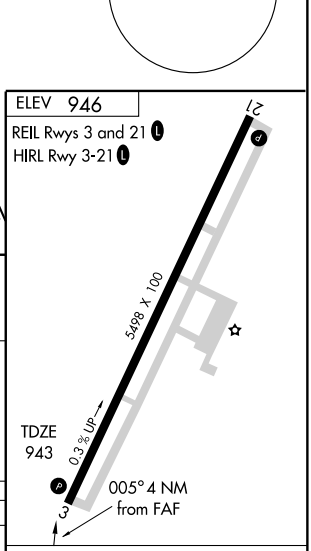
MISSED APPROACH: Climbing left turn to 3000 direct HYK VORTAC and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	127.425	123.0 (CTAF) L



No procedure turn for arrivals on HYK VORTAC airway radials 095° clockwise 275°





CATEGORY	A	B	C	D
S-3	1520-1 577 (600-1)		1520-1½ 577 (600-1½)	1520-1¾ 577 (600-1¾)
CIRCLING	1520-1 574 (600-1)		1520-1½ 574 (600-1½)	1660-2¼ 714 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

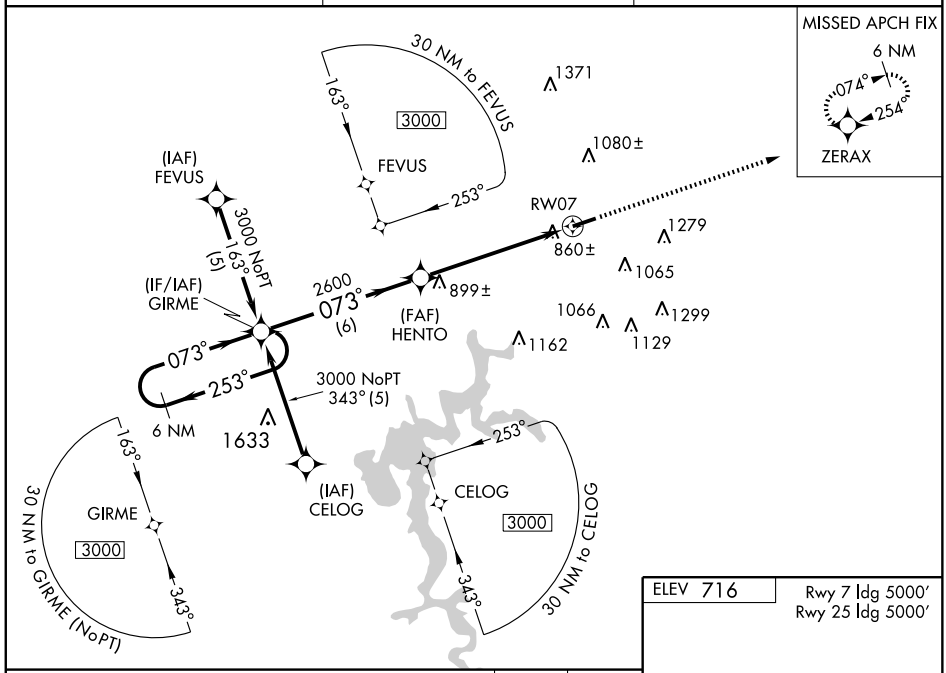
WAAS CH 77607 W07A	APP CRS 073°	Rwy ldg 5000 TDZE 709 Apt Elev 716

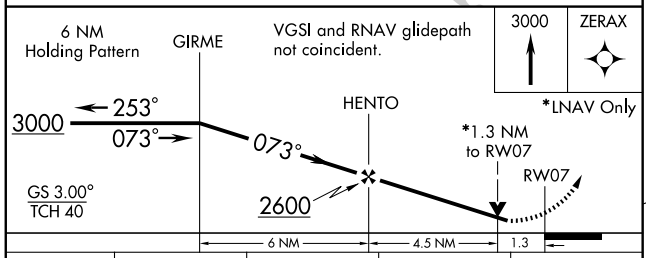
RNAV (GPS) RWY 7
GLASGOW MUNI (GLW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

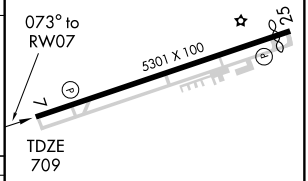
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L





ELEV 716

Rwy 7 ldg 5000′
Rwy 25 ldg 5000′



CATEGORY	A	B	C	D
LPV DA	1071-1¼ 362 (400-1¼)			
LNAV/VNAV DA	1170-1¾ 461 (500-1¾)			
LNAV MDA	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	1140-1½ 431 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

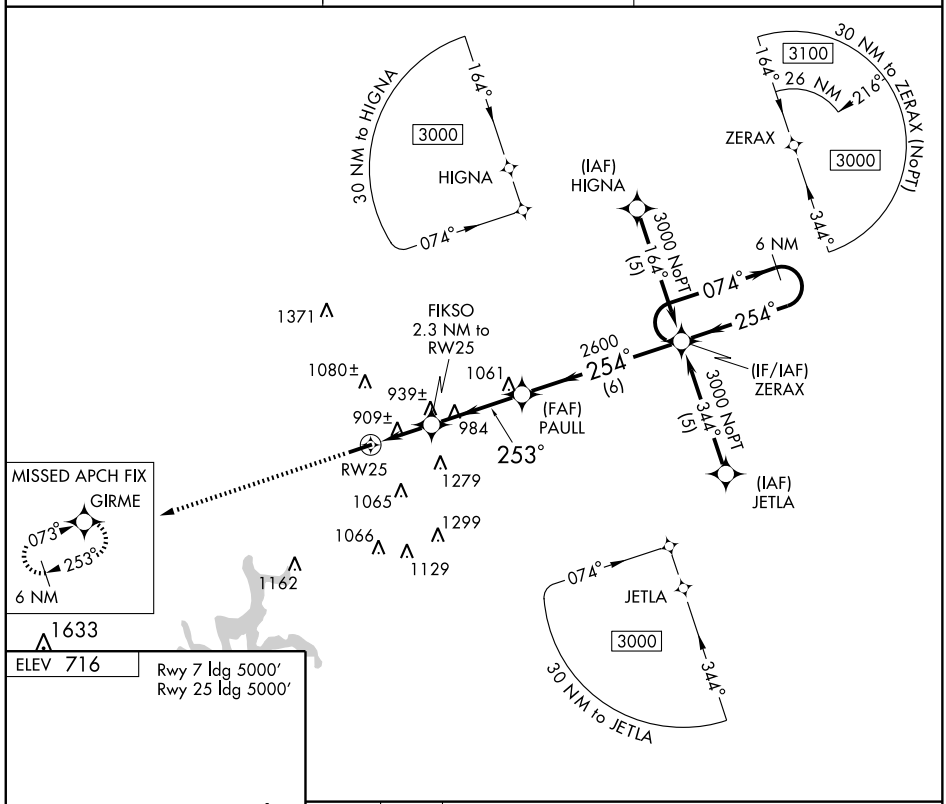
APP CRS	Rwy ldg	5000
253°	TDZE	715
	Apt Elev	716

RNAV (GPS) RWY 25
GLASGOW MUNI (GLW)

When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

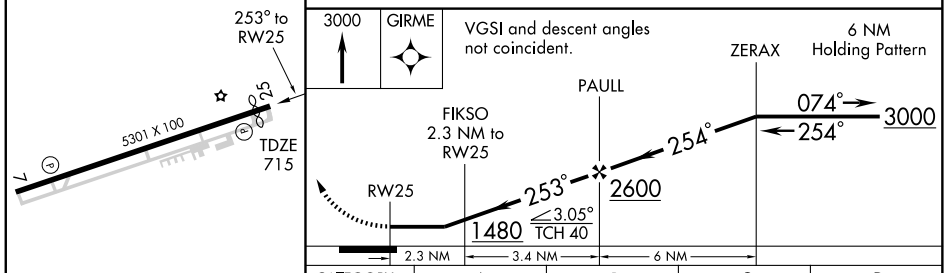
MISSED APPROACH: Climb to 3000 direct GIRME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L



ELEV 716

Rwy 7 ldg 5000′
Rwy 25 ldg 5000′



CATEGORY	A	B	C	D
LNAV MDA	1200-1 485 (500-1)		1200-1¼ 485 (500-1¼)	1200-1½ 485 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

SE-1. 22 OCT 2009 to 19 NOV 2009

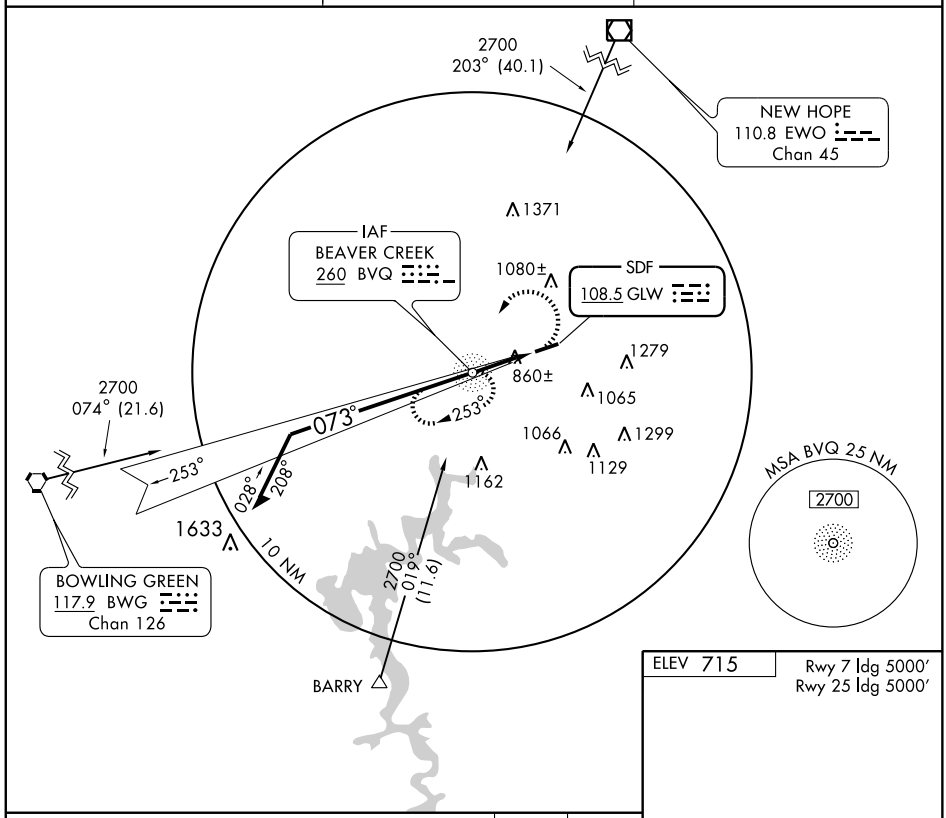
SDF GLW	APP CRS	Rwy ldg	5000
108.5	073°	TDZE	710
		Apt Elev	715

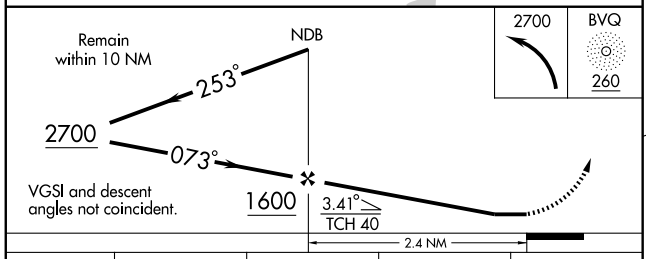
SDF RWY 7
GLASGOW MUNI (GLW)

If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 140 feet.
NA ADF REQUIRED.

MISSED APPROACH: Climbing left turn to 2700 direct BVQ NDB and hold.

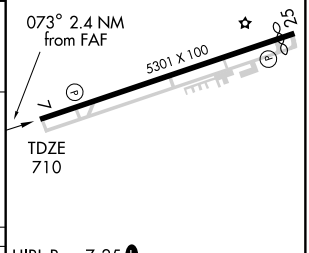
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L





ELEV 715

Rwy 7 ldg 5000′
Rwy 25 ldg 5000′



HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

CATEGORY	A	B	C	D
S-7	1120-1 410 (500-1)		1120-1¼ 410 (500-1¼)	
CIRCLING	1220-1 505 (600-1)		1260-1½ 545 (600-1½)	1540-2¾ 825 (900-2¾)

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SE-1. 22 OCT 2009 to 19 NOV 2009

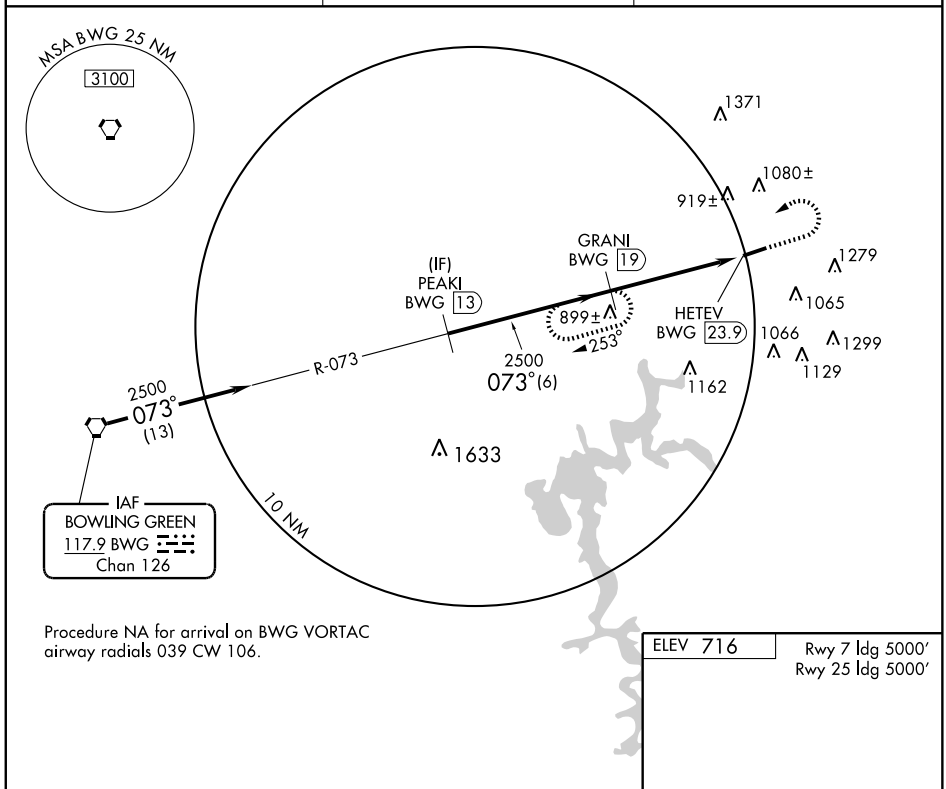
VORTAC BWG	APP CRS	Rwy ldg	5000
117.9	073°	TDZE	709
Chan 126		Apt Elev	716

VOR/DME RWY 7
GLASGOW MUNI (GLW)

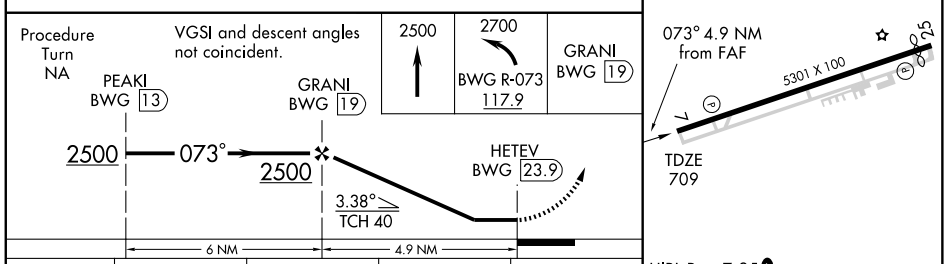
When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility ¼ mile, Circling Cat. C visibility ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L



Procedure NA for arrival on BWG VORTAC airway radials 039 CW 106.



ELEV 716

Rwy 7 ldg 5000′
Rwy 25 ldg 5000′

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

CATEGORY	A	B	C	D
S-7	1180-1 471 (500-1)	1180-1¼ 471 (500-1¼)	1180-1½ 471 (500-1½)	1180-1¾ 471 (500-1¾)
CIRCLING	1220-1 504 (600-1)	1240-1¼ 524 (600-1¼)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC CCT	APP CRS	Rwy ldg	N/A
109.8	153°	TDZE	N/A
Chan 35		Apt Elev	422

VOR/DME or GPS-A

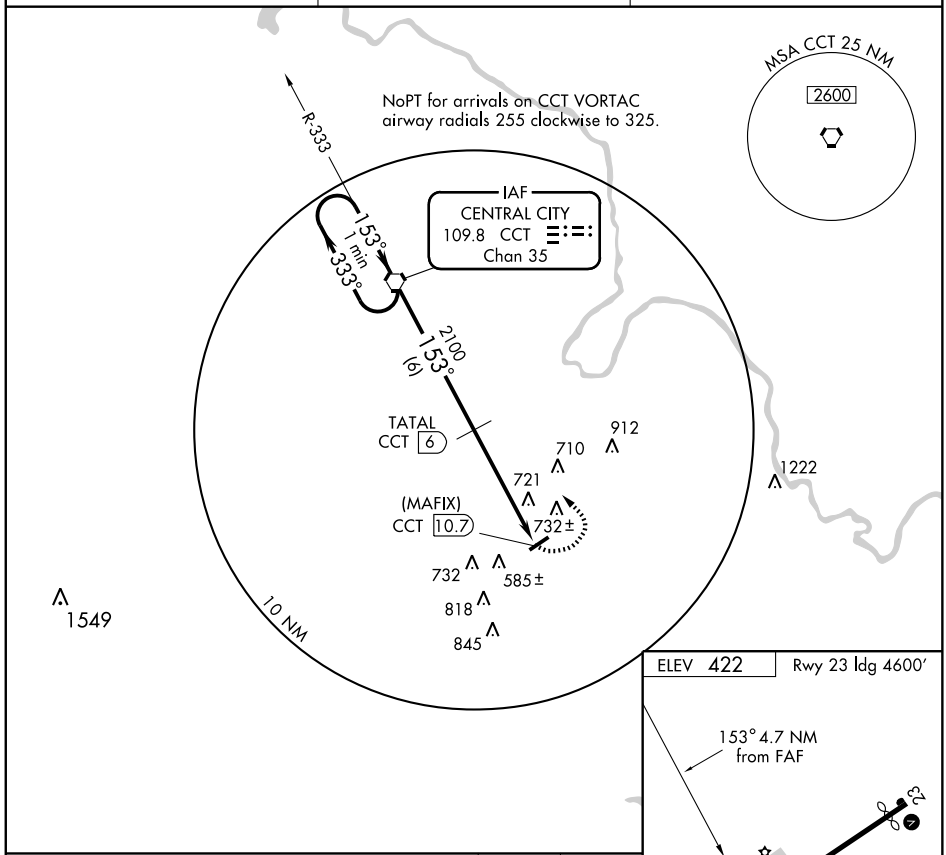
GREENVILLE/ MUHLENBERG COUNTY (M21)

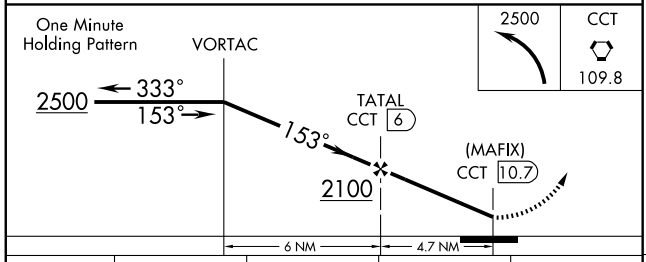
T
NA

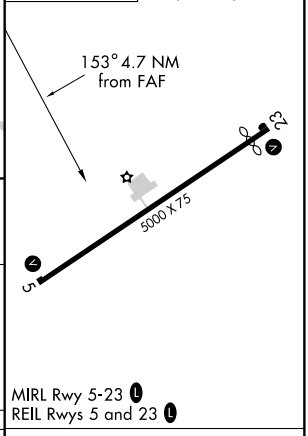
Use Bowling Green altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
120.375	126.4 226.4	123.0 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
CIRCLING	1200-1 778 (800-1)	1200-1¼ 778 (800-1¼)	1200-2¼ 778 (800-2¼)	1200-2½ 778 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4818
027°	TDZE	530
	Apt Elev	535

GPS RWY 3

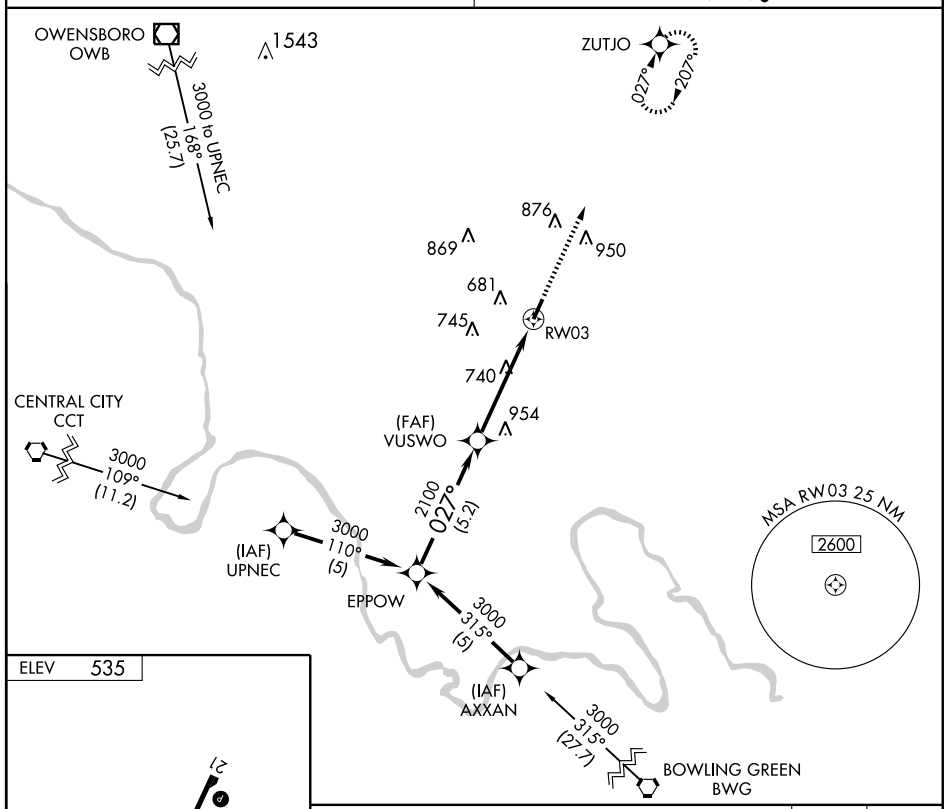
HARTFORD / OHIO COUNTY (7K4)

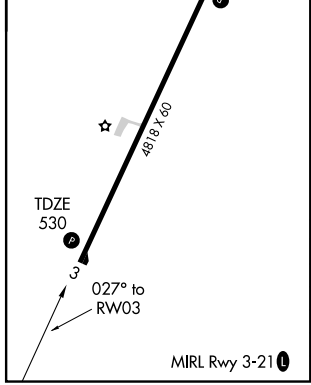
NA

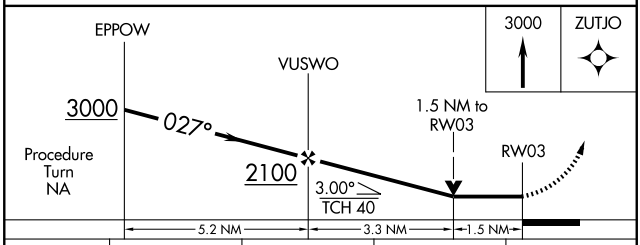
Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 510 (600-1)		NA	
CIRCLING	1040-1 505 (600-1)		NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-3	1140-1 610 (700-1)		NA	
CIRCLING	1140-1 605 (700-1)		NA	

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4818
207°	TDZE	535
	Apt Elev	535

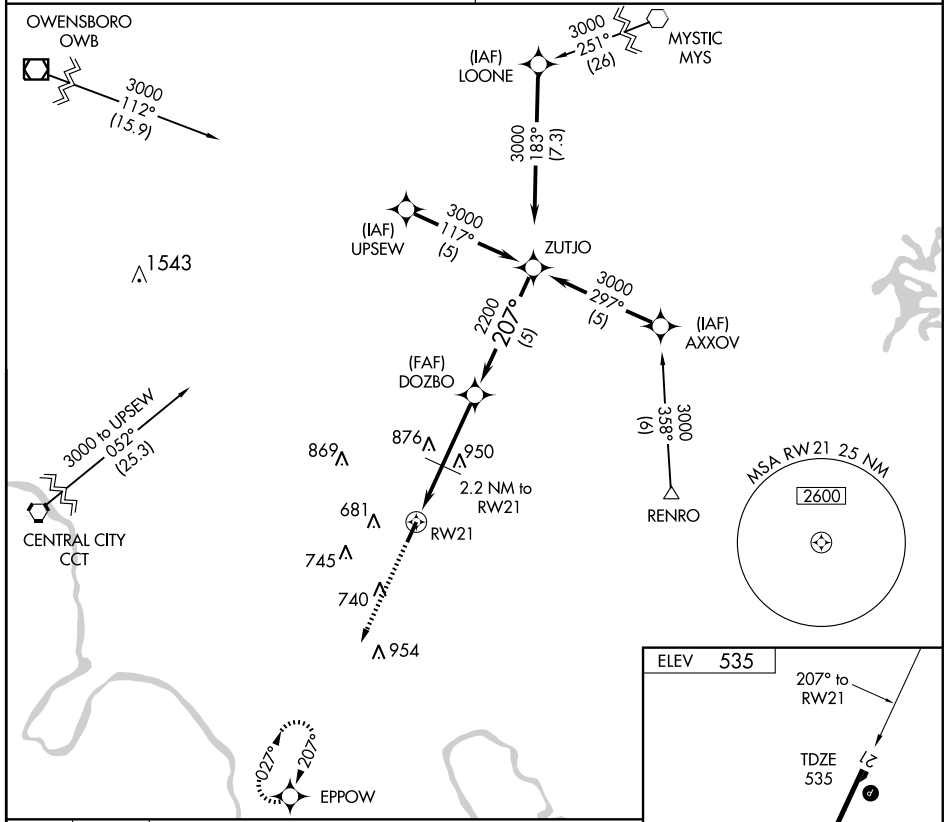
GPS RWY 21
HARTFORD / OHIO COUNTY (7K4)

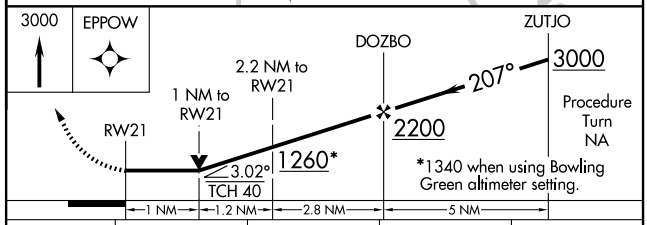
NA

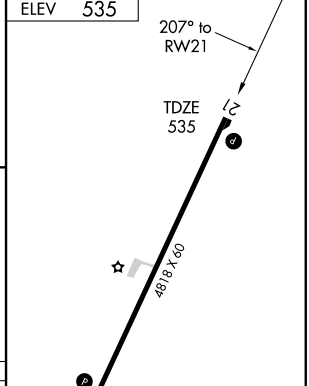
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPPOW WP and hold.

EVANSVILLE APP CON *	UNICOM
126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1060-1	525 (600-1)	NA	
CIRCLING	1060-1	525 (600-1)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-21	1160-1	625 (700-1)	NA	
CIRCLING	1160-1	625 (700-1)	NA	

MIRL Rwy 3-21 L

SE-1, 22 OCT 2009 to 19 NOV 2009

VORTAC CCT	APP CRS	Rwy ldg	N/A
109.8	078°	TDZE	N/A
Chan 35		Apt Elev	535

VOR/DME-A

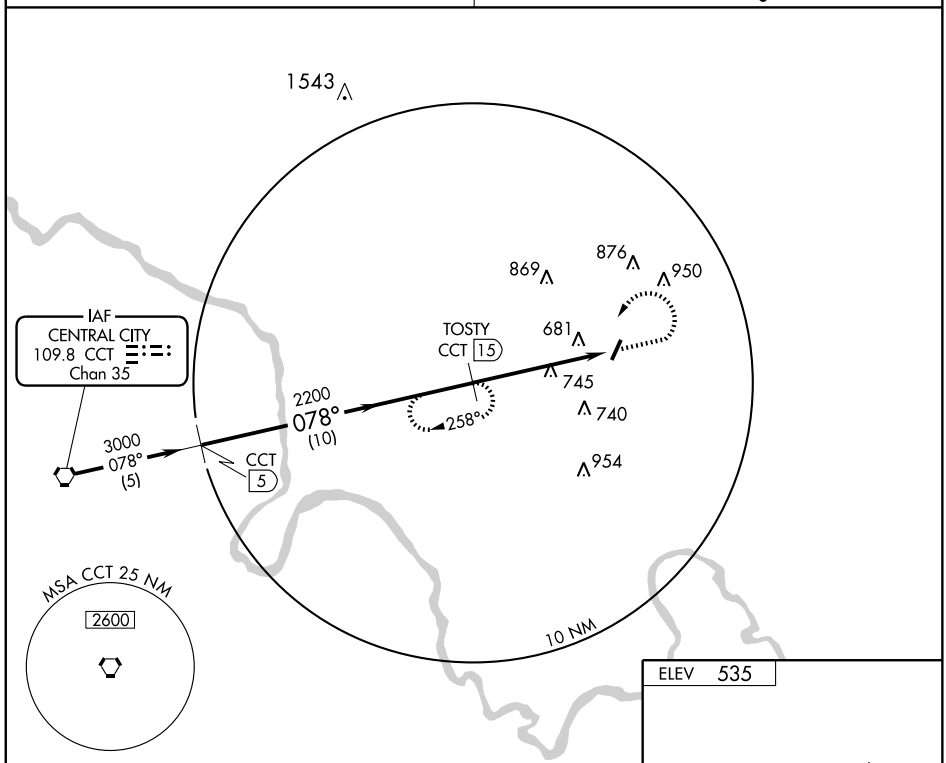
HARTFORD / OHIO COUNTY (7K4)

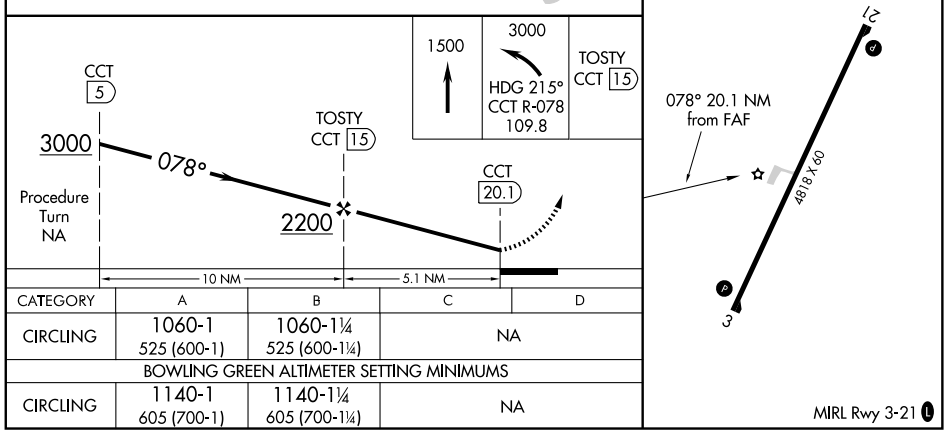
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 215° and CCT R-078 to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1060-1 525 (600-1)	1060-1¼ 525 (600-1¼)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 605 (700-1)	1140-1¼ 605 (700-1¼)	NA	

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5500
143°	TDZE	1243
	Apt Elev	1253

RNAV (GPS) RWY 14

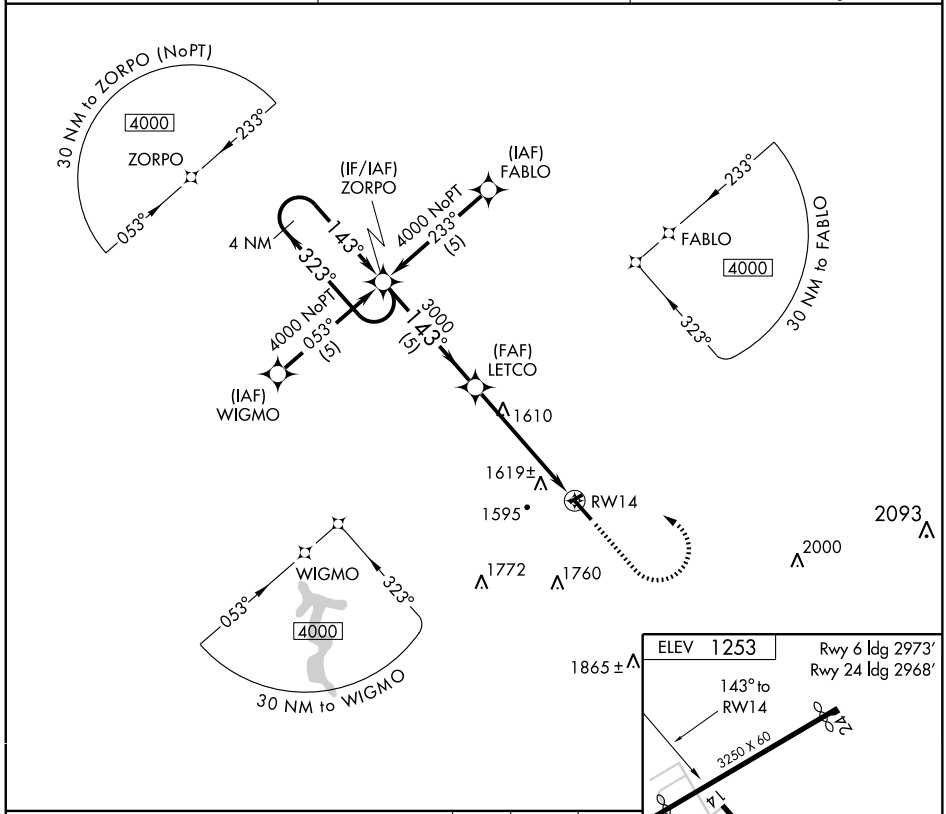
HAZARD/ WENDELL H. FORD (K2Ø)

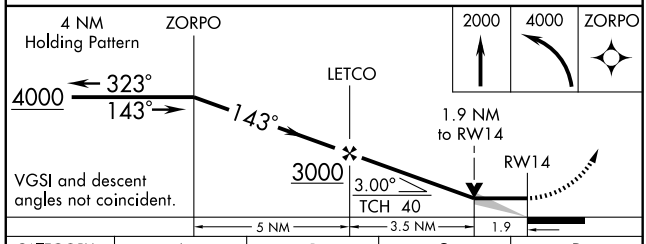
T
A NA

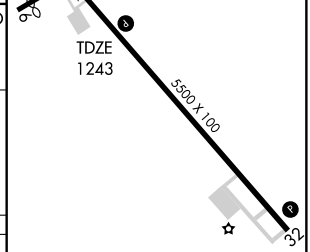
If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized.
VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1880-1 637 (700-1)		1880-1¾ 637 (700-1¾)	1880-2 637 (700-2)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME AZQ 111.2 Chan 49	APP CRS 125°	Rwy ldg 5500 TDZE 1243 Apt Elev 1253

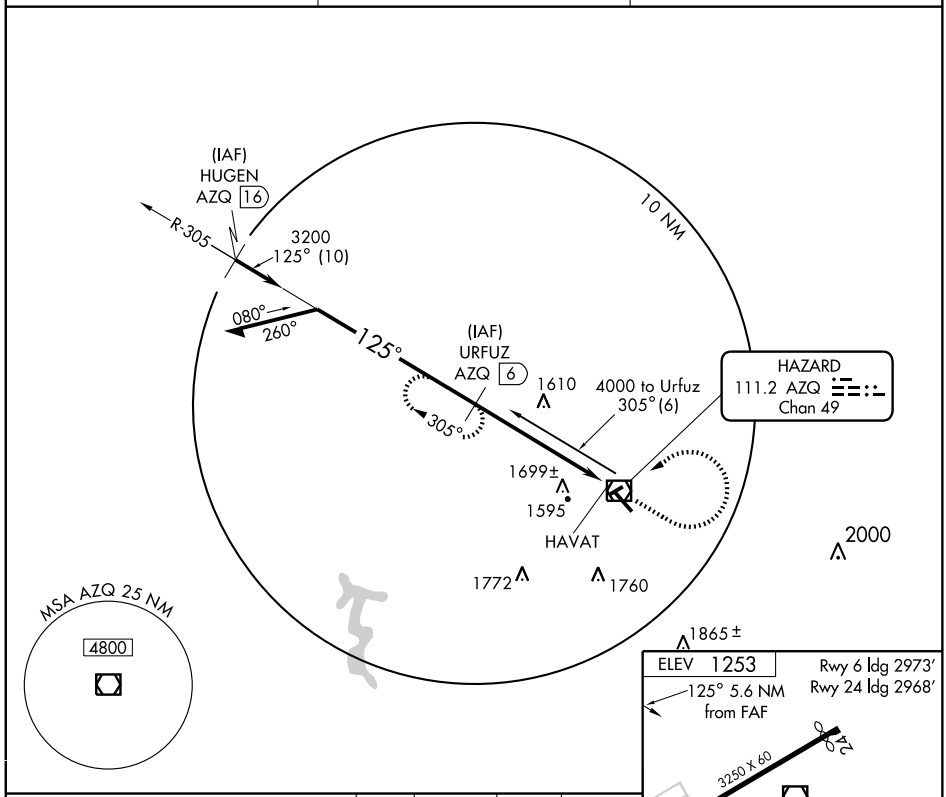
VOR/DME RWY 14

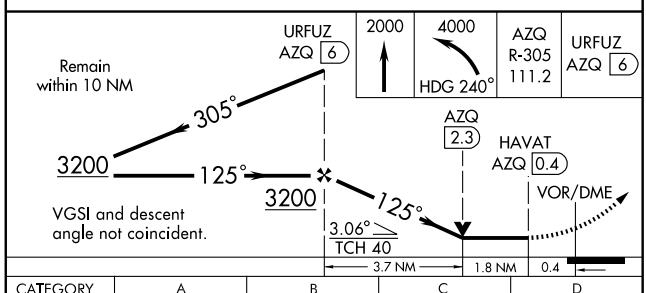
HAZARD/ WENDELL H. FORD (K2Ø)

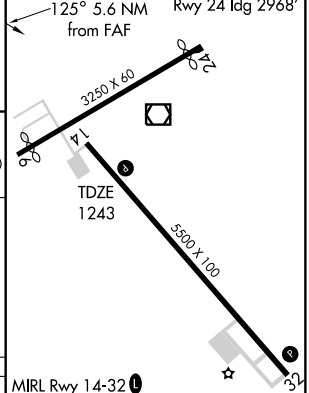
▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
▲ NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-14	1960-1 717 (800-1)		1960-2 717 (800-2)	1960-2¼ 717 (800-2¼)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

NDB GVA	APP CRS	Rwy ldg	5504
224	087°	TDZE	386
		Apt Elev	386

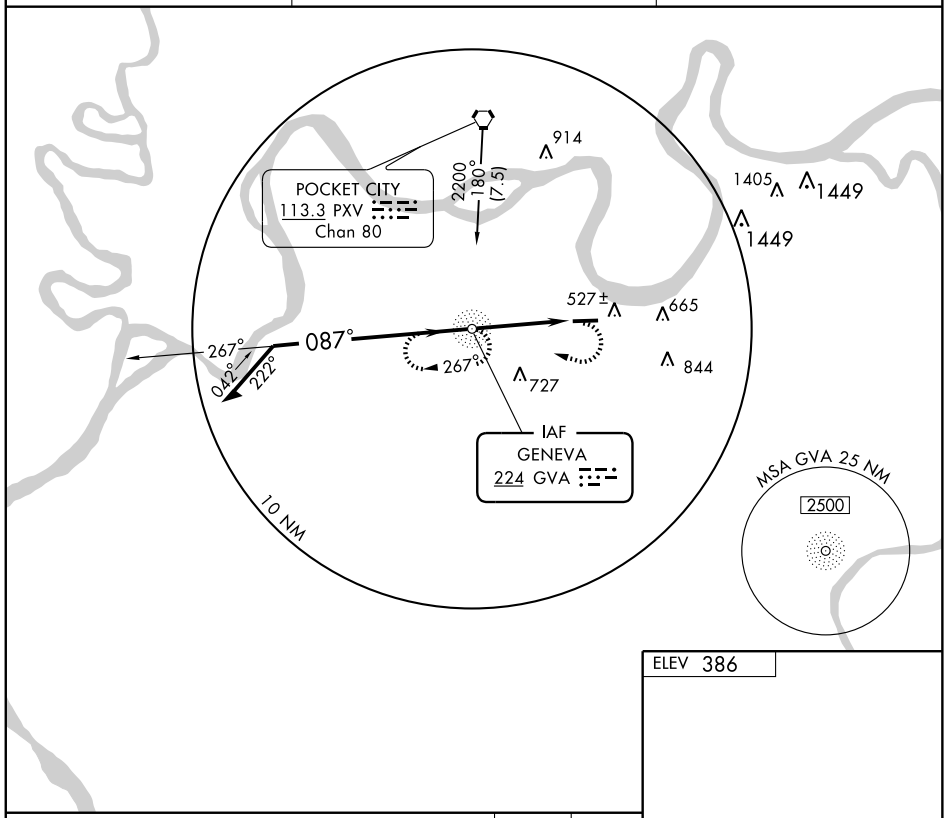
NDB RWY 9
HENDERSON CITY-COUNTY (EHR)

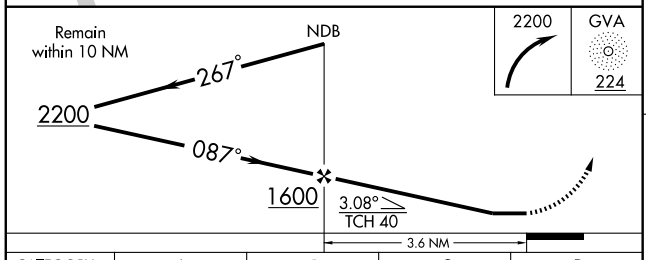
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

NA

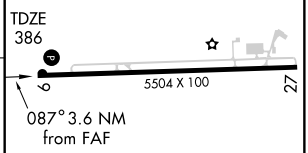
MISSED APPROACH: Climbing right turn to 2200 direct GVA NDB and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L





ELEV 386



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	900-1 514 (600-1)		900-1½ 514 (600-1½)	900-1¾ 514 (600-1¾)
CIRCLING	900-1 514 (600-1)		900-1½ 514 (600-1½)	940-2 554 (600-2)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-1. 22 OCT 2009 to 19 NOV 2009

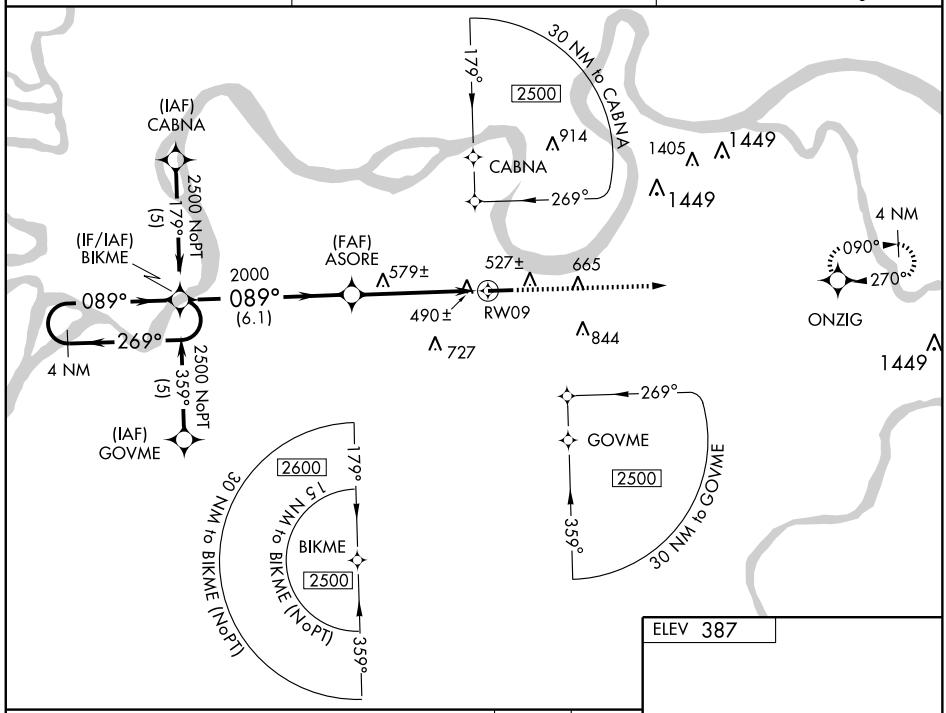
WAAS CH 97709 W09A	APP CRS 089°	Rwy ldg 5504 TDZE 385 Apt Elev 387

RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (EHR)

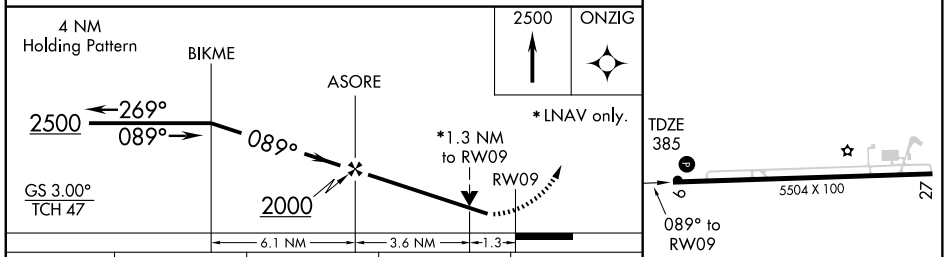
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L



SE-1, 22 OCT 2009 to 19 NOV 2009



ELEV 387

CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)		840-1¼ 455 (500-1¼)	840-1½ 455 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

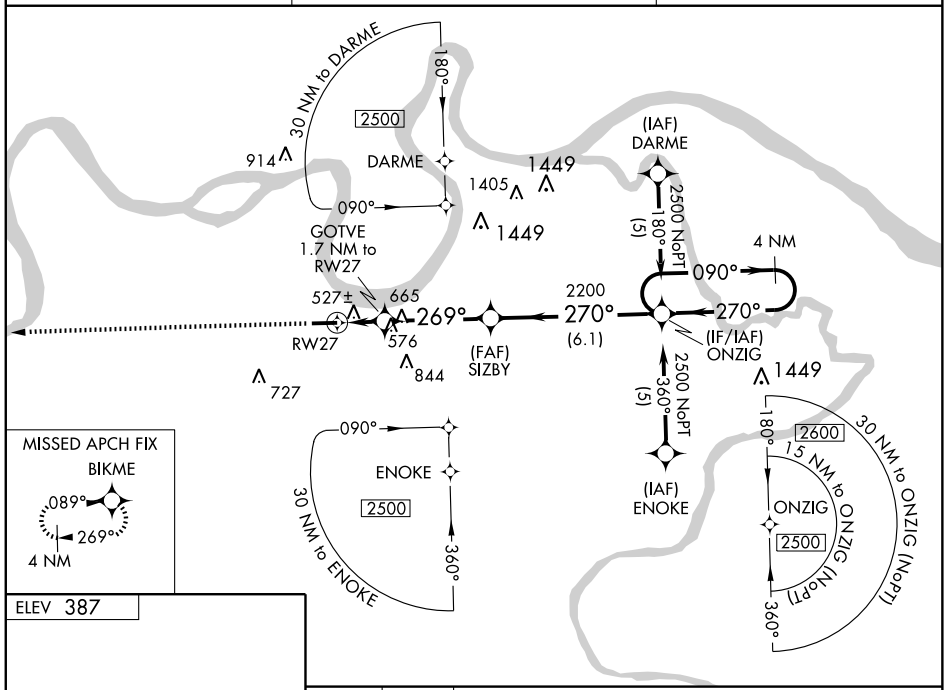
WAAS CH 77909 W27A	APP CRS 269°	Rwy ldg 5504 TDZE 387 Apt Elev 387

RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

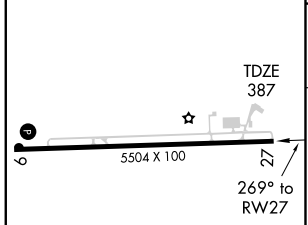
MISSED APPROACH: Climb to 2500 direct BIKME and hold.

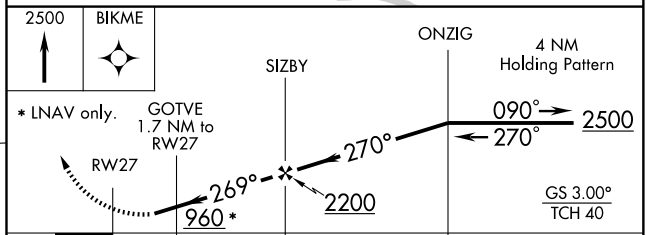
AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L



MISSED APCH FIX
BIKME
089°
269°
4 NM

ELEV 387





CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)		840-1¼ 453 (500-1¼)	840-1½ 453 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC PXV 113.3 Chan 80	APP CRS 150°	Rwy ldg N/A TDZE N/A Apt Elev 386

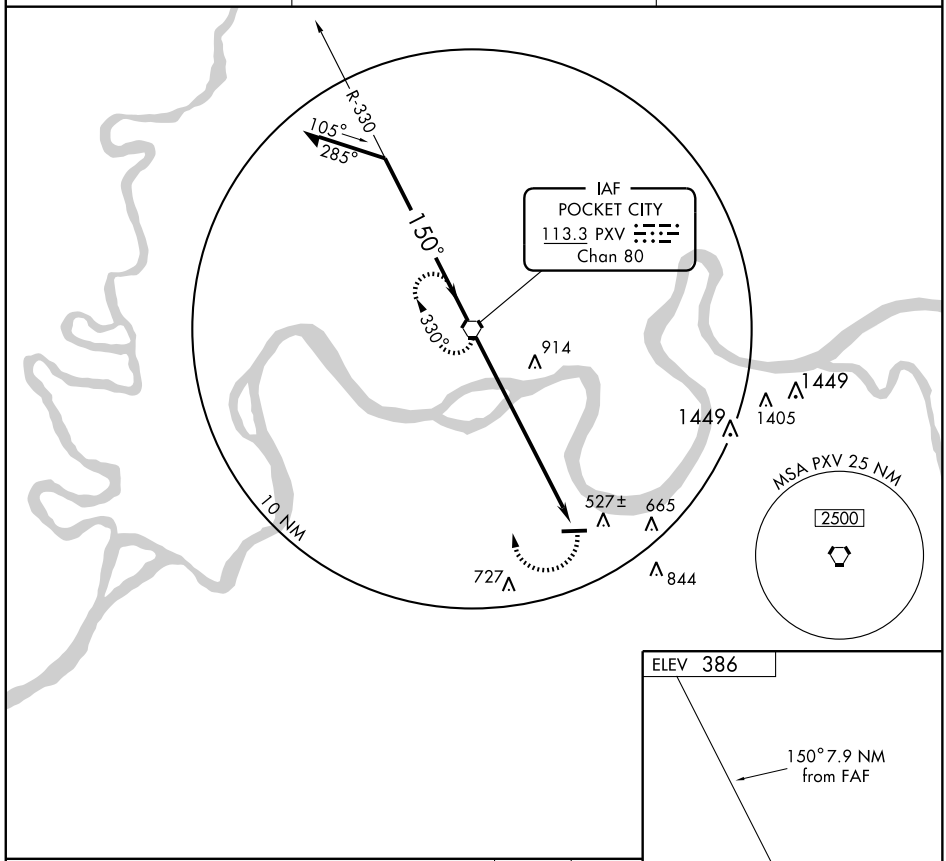
VOR-A
HENDERSON CITY-COUNTY (EHR)

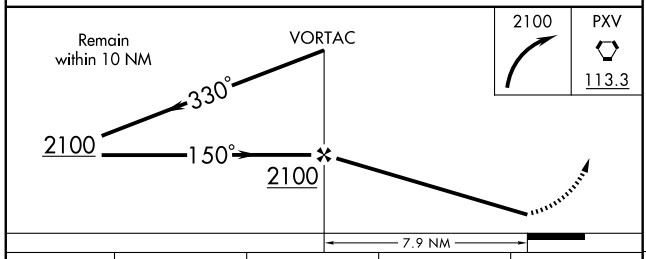
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

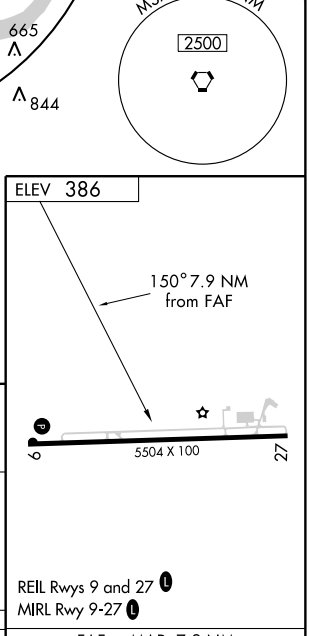
NA

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	920-1 534 (600-1)		920-1½ 534 (600-1½)	940-2 554 (600-2)

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-HVC	APP CRS	Rwy ldg	5505
109.1	259°	TDZE	564
		Apt Elev	564

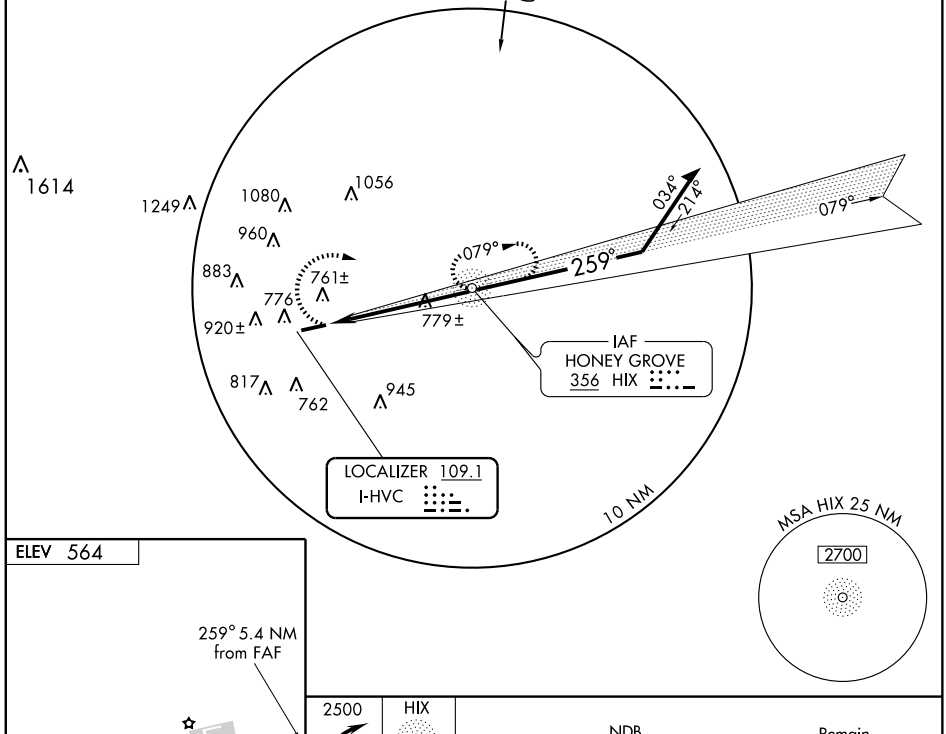
LOC RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

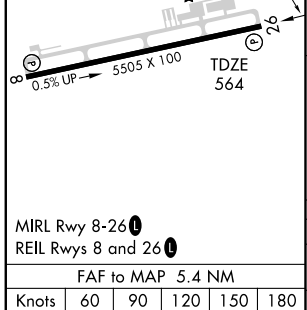
NA

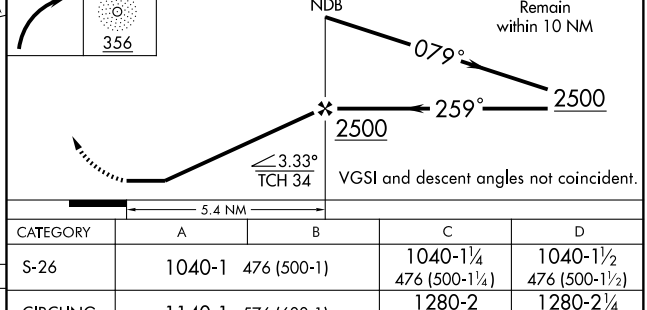
ADF REQUIRED. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase S-26 Cat. C and D and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1040-1 476 (500-1)		1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 22 OCT 2009 to 19 NOV 2009

NDB HIX 356	APP CRS 257°	Rwy ldg 5505 TDZE 564 Apt Elev 564

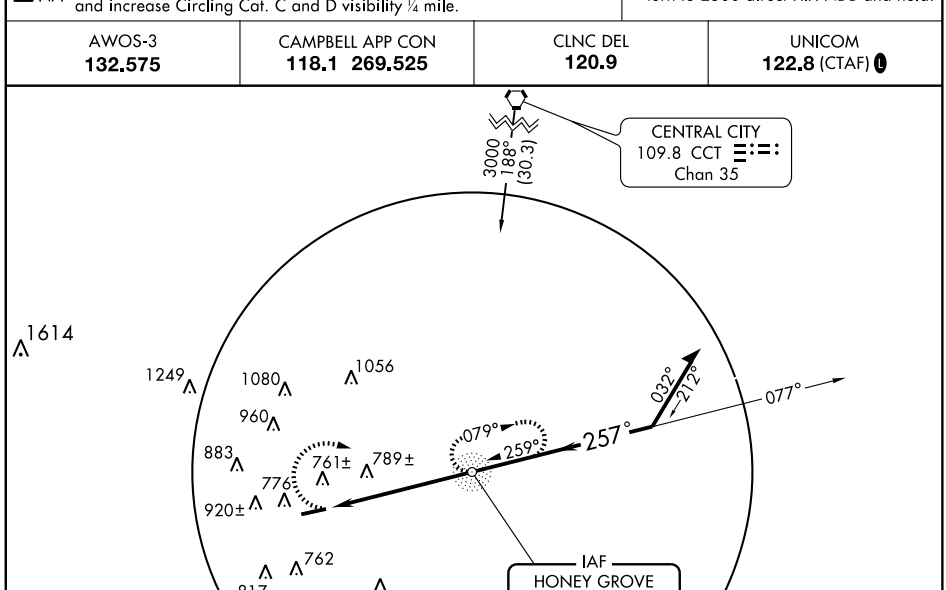
NDB RWY 26

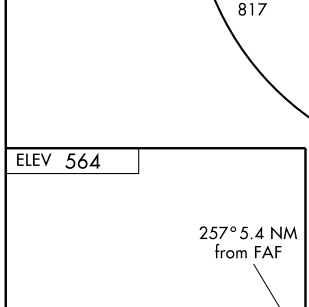
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

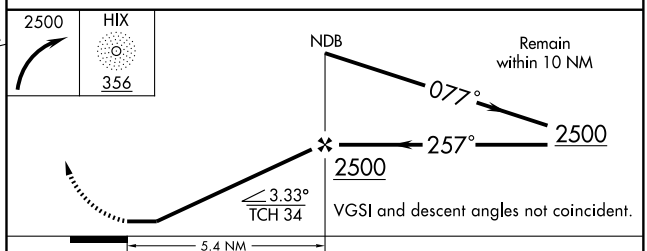
AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L





MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-26	1100-1 536 (600-1)		1100-1½ 536 (600-1½)	1100-1¾ 536 (600-1¾)
CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5505
079°	TDZE	540
	Apt Elev	564

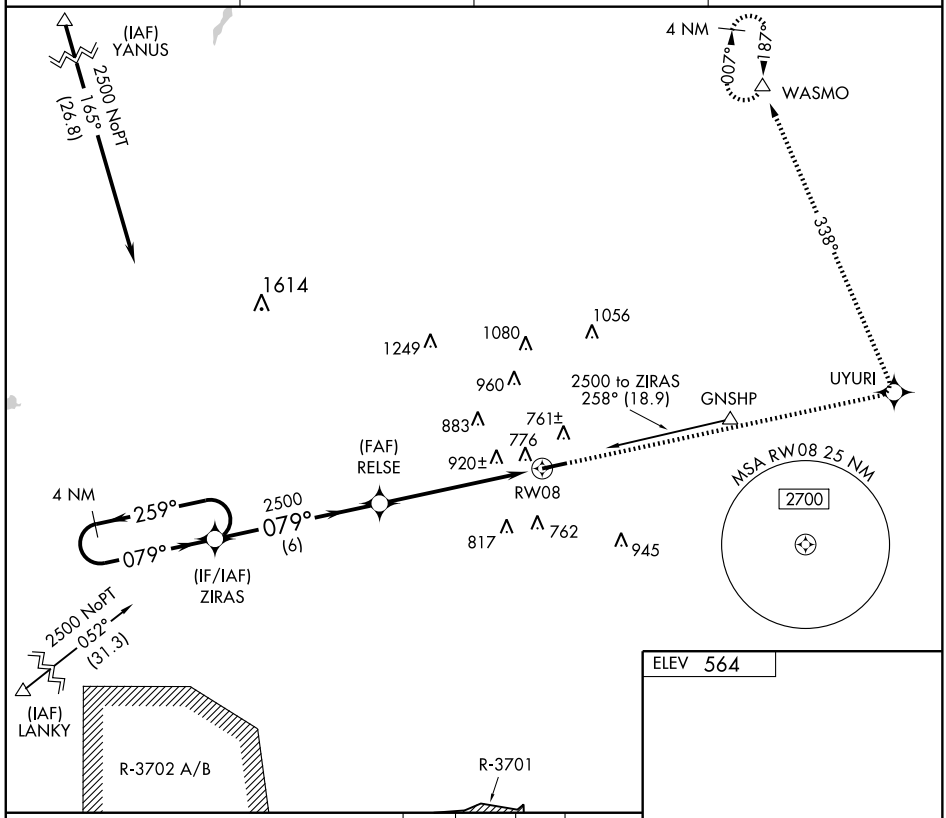
RNAV (GPS) RWY 8
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile.

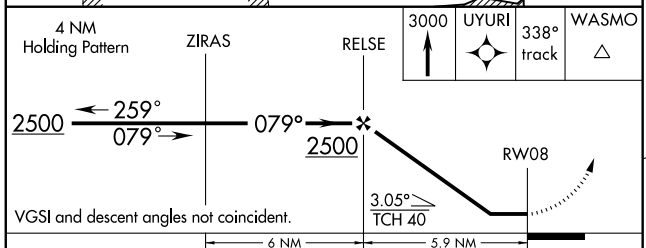
NA

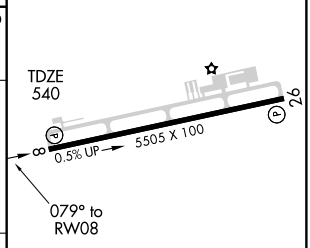
MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L



SE-1. 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
LNAV MDA	1220-1 680 (700-1)		1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)
CIRCLING	1220-1 656 (700-1)		1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

APP CRS	Rwy ldg	5505
259°	TDZE	564
	Apt Elev	564

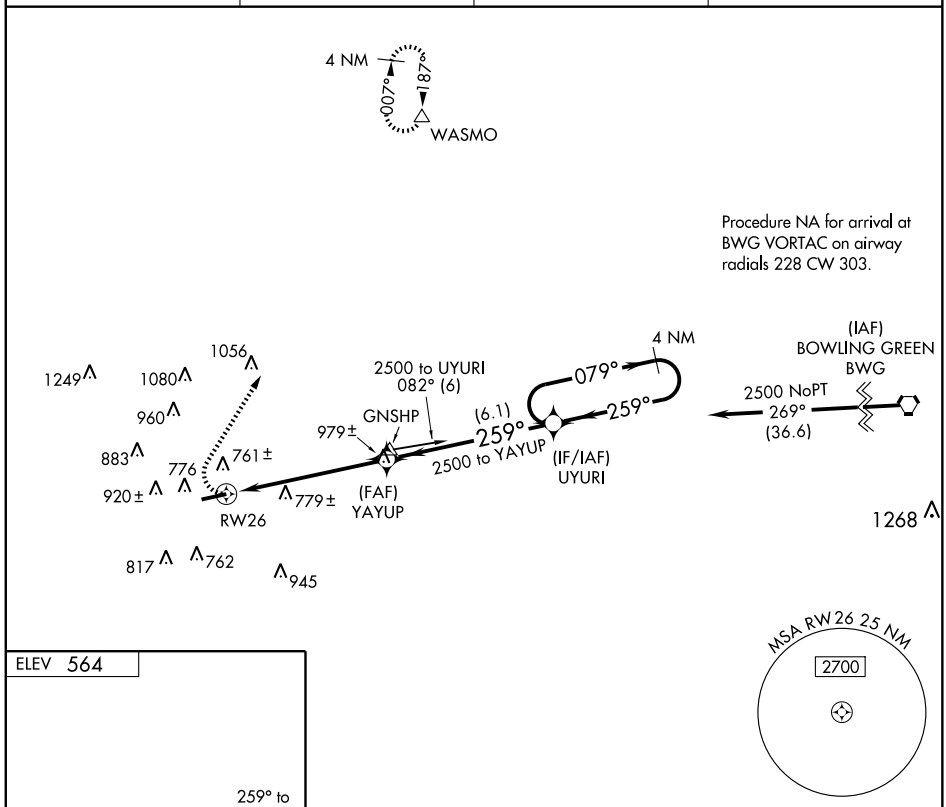
RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

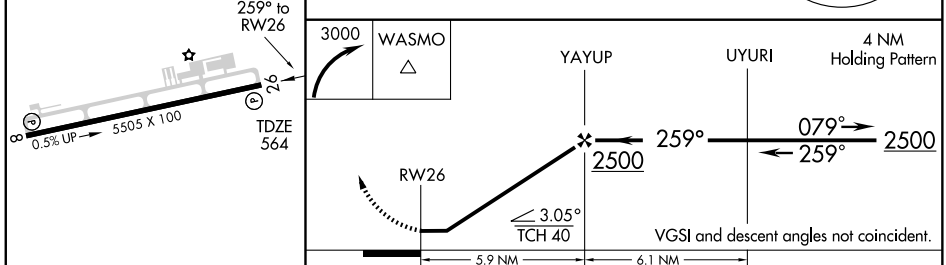
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct WASMO and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1040-1 476 (500-1)		1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4400
012°	TDZE	1367
	Apt Elev	1381

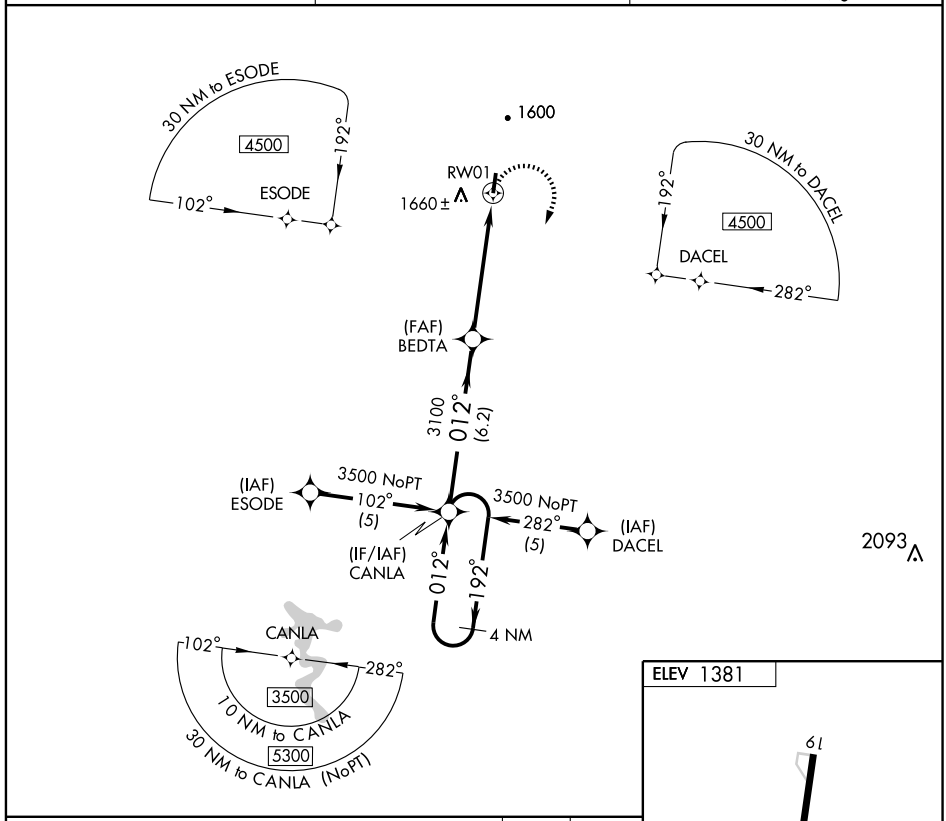
RNAV (GPS) RWY 1
JACKSON/JULIAN CARROLL (JKL)

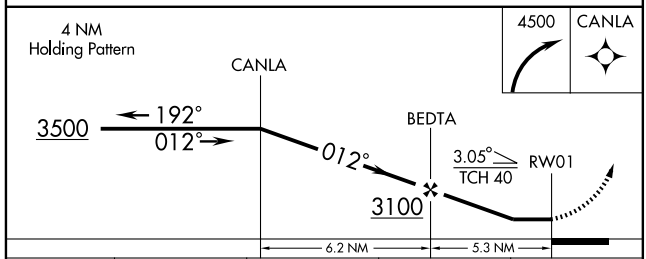
T NA

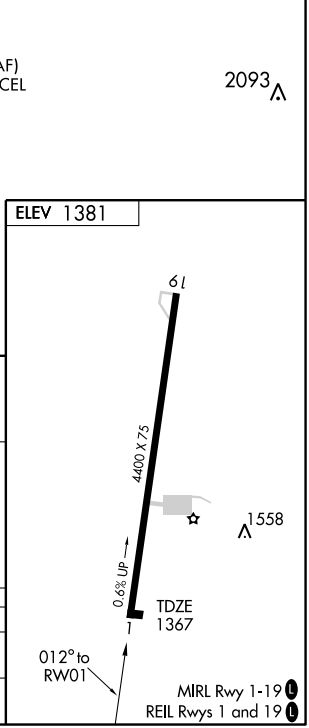
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1860-1 493 (500-1)		1860-1¼ 493 (500-1¼)	1860-1½ 493 (500-1½)
CIRCLING	2020-1 639 (700-1)		2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

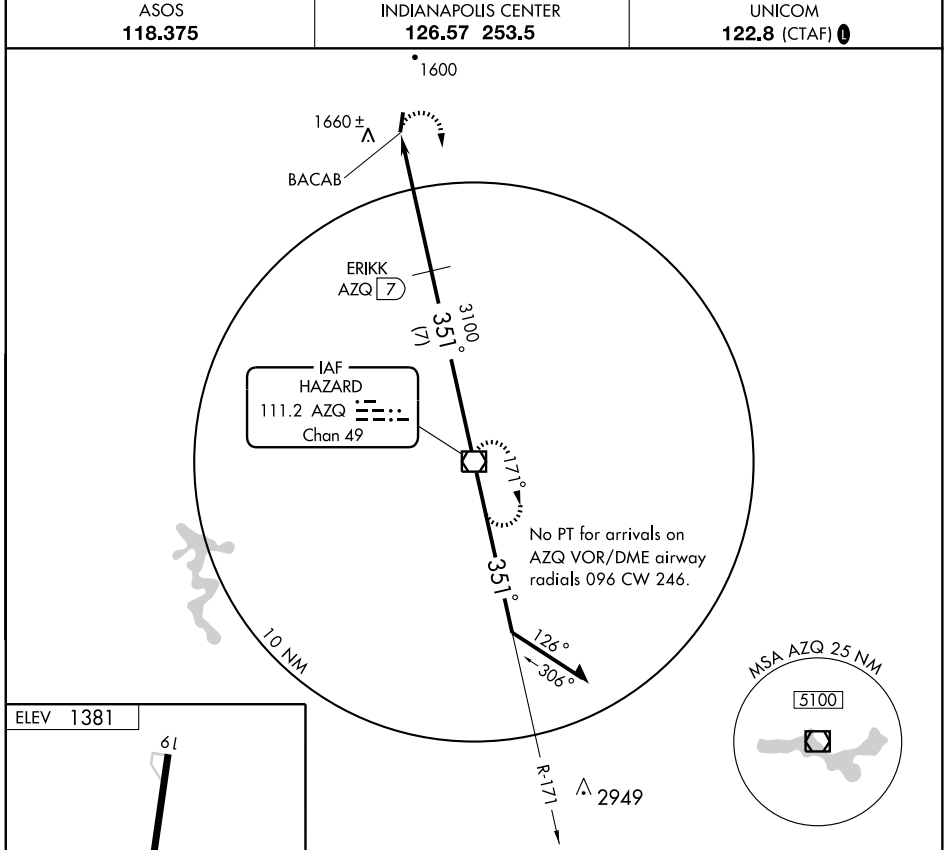
VOR/DME AZQ 111.2 Chan 49	APP CRS 351°	Rwy ldg 4400 TDZE 1367 Apt Elev 1381

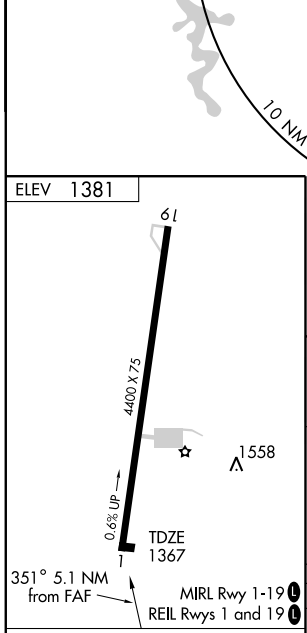
VOR/DME RWY 1
JACKSON/JULIAN CARROLL (JKL)

NA

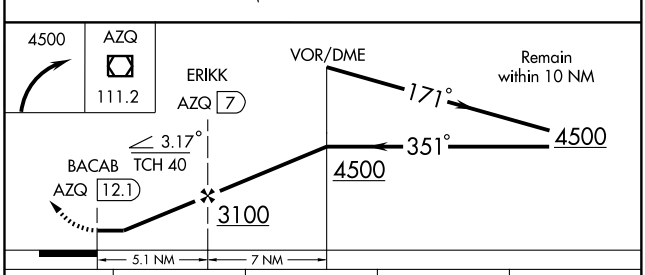
MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-1	1960-1	593 (600-1)	1960-1½ 593 (600-1½)	1960-1¾ 593 (600-1¾)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5000
179°	TDZE	1011
	Apt Elev	1011

RNAV (GPS) RWY 17

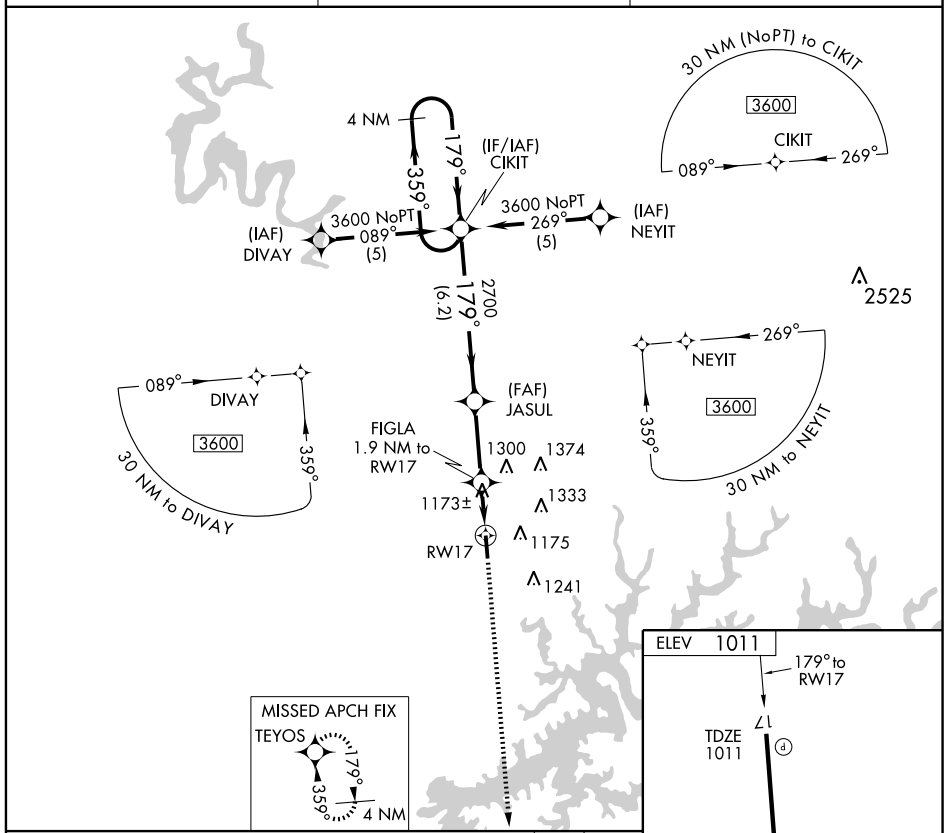
JAMESTOWN/ RUSSELL COUNTY (K24)

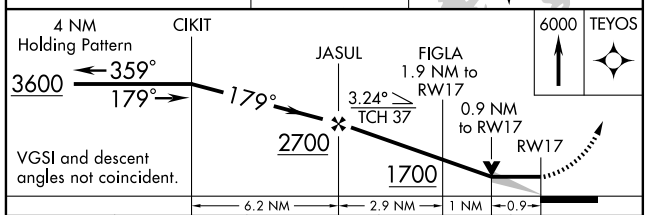
T
A NA

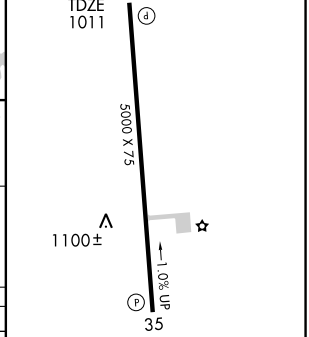
If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 429 (500-1)		NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5000
359°	TDZE	967
	Apt Elev	1011

RNAV (GPS) RWY 35

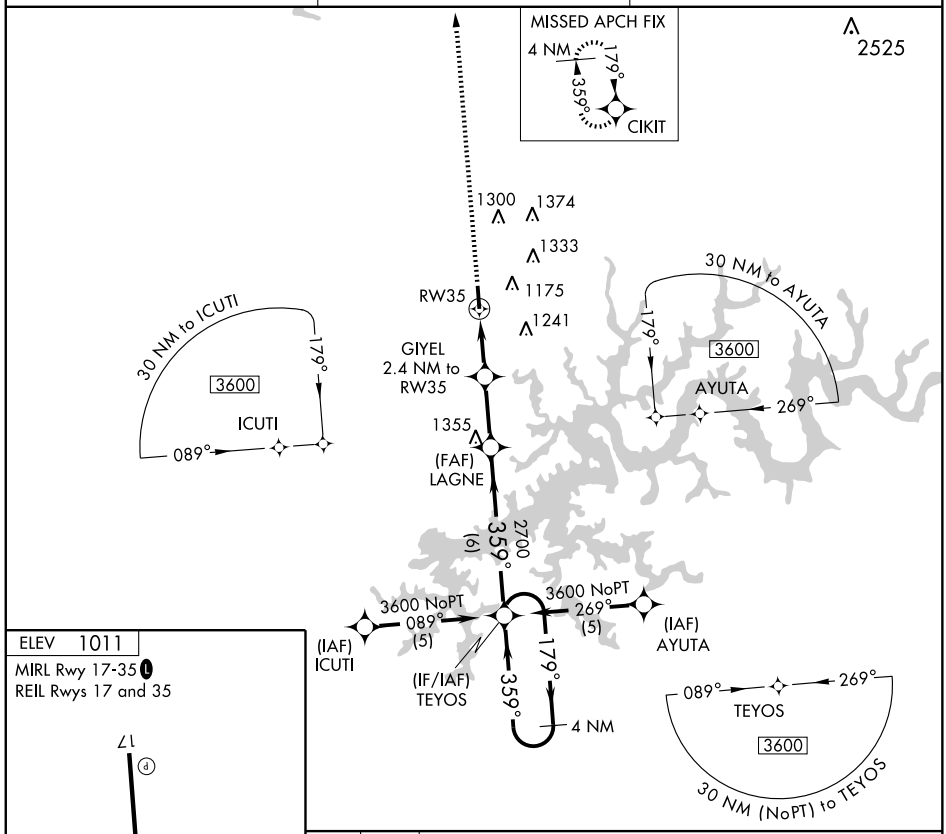
JAMESTOWN/ RUSSELL COUNTY (K24)

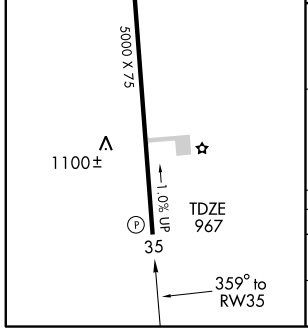
NA

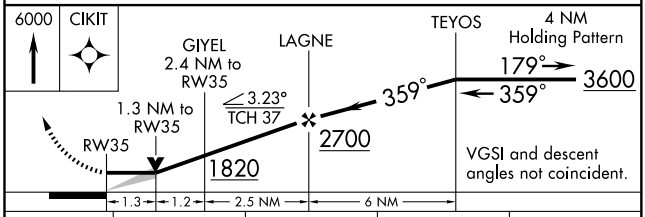
If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 433 (400-1)		NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA

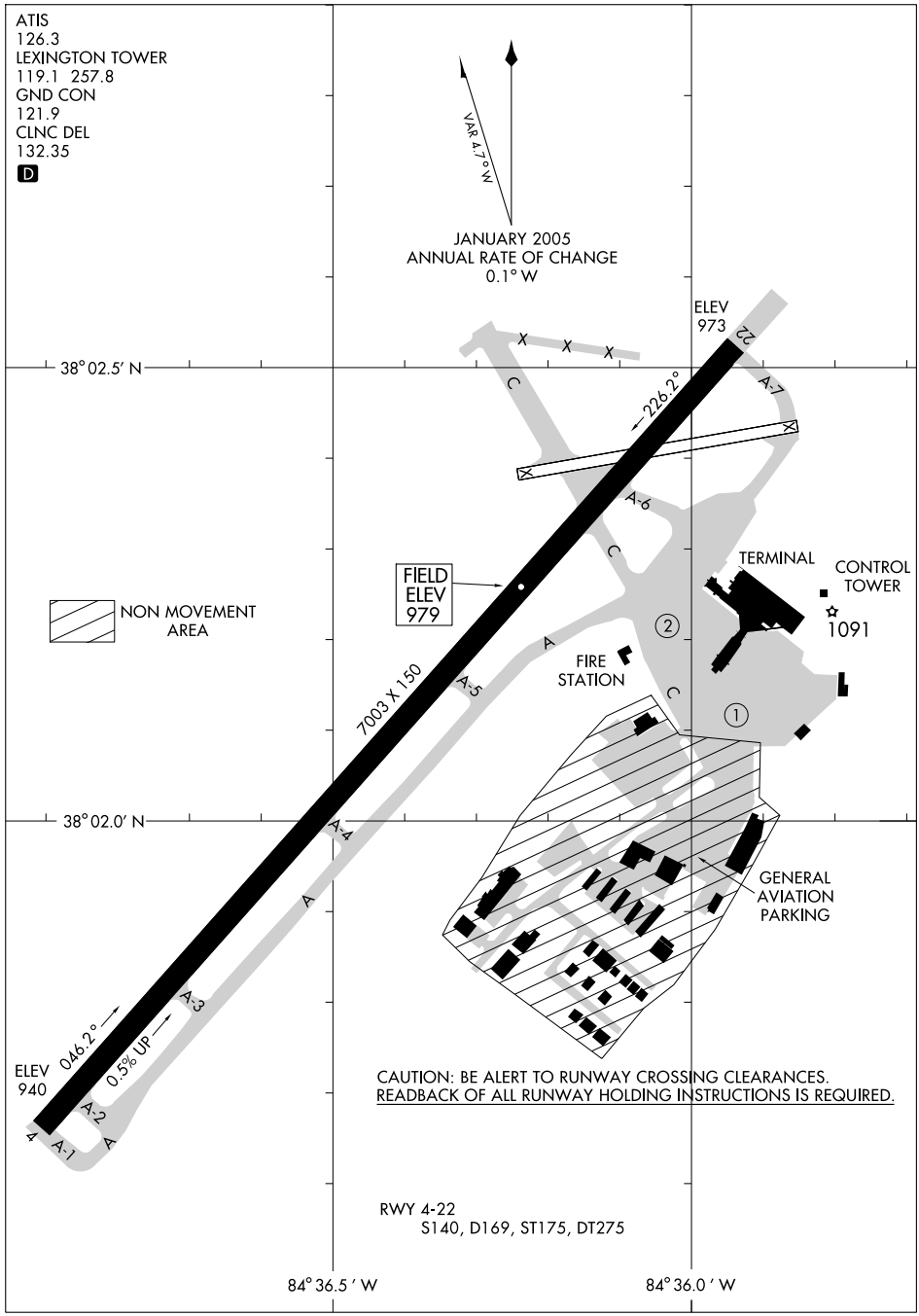
SE-1. 22 OCT 2009 to 19 NOV 2009

09183

AIRPORT DIAGRAM

AL-697 (FAA)

LEXINGTON/BLUE GRASS (LEX)
LEXINGTON, KENTUCKY

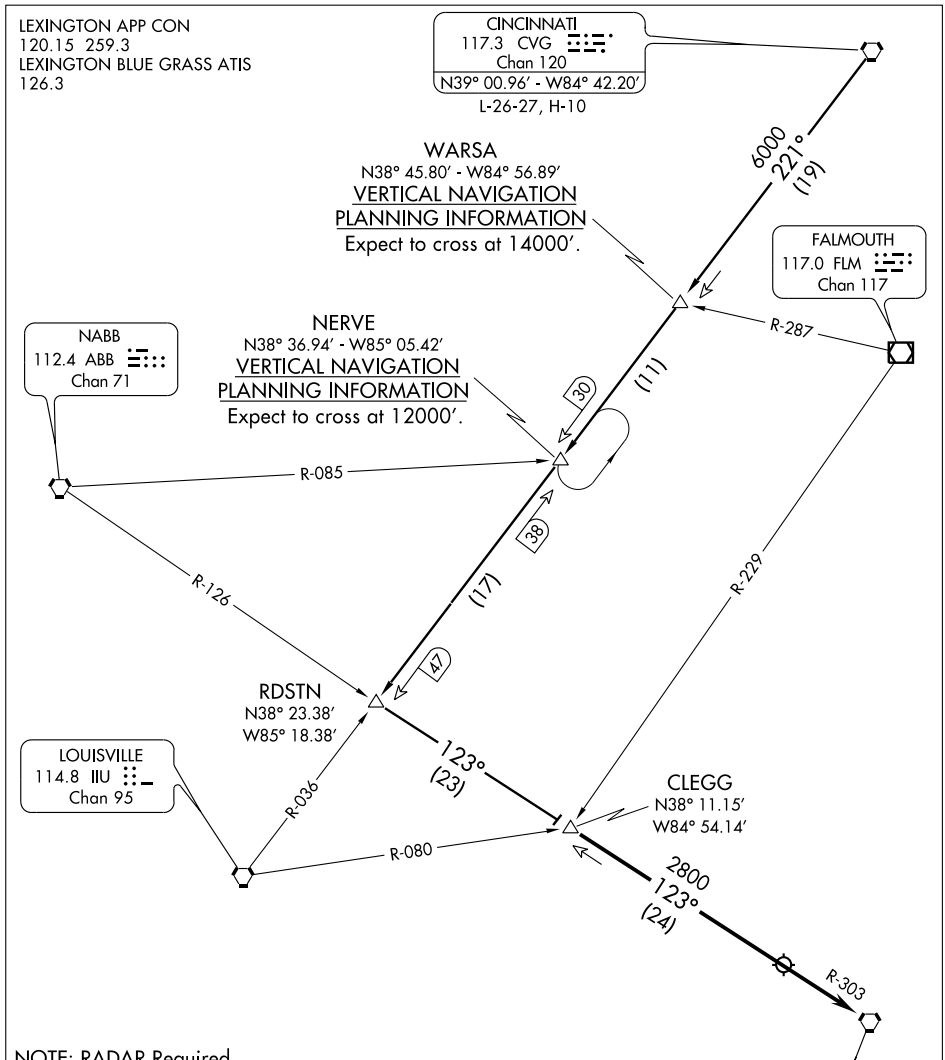


SE-1, 22 OCT 2009 to 19 NOV 2009

ST-697 (FAA)

CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

BLUE GRASS
LEXINGTON, KENTUCKY



NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):
From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC. Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

SE-1, 22 OCT 2009 to 19 NOV 2009

LOC I-LEX	APP CRS	Rwy ldg	6603
110.1	046°	TDZE	971
		Apt Elev	979

ILS or LOC RWY 4

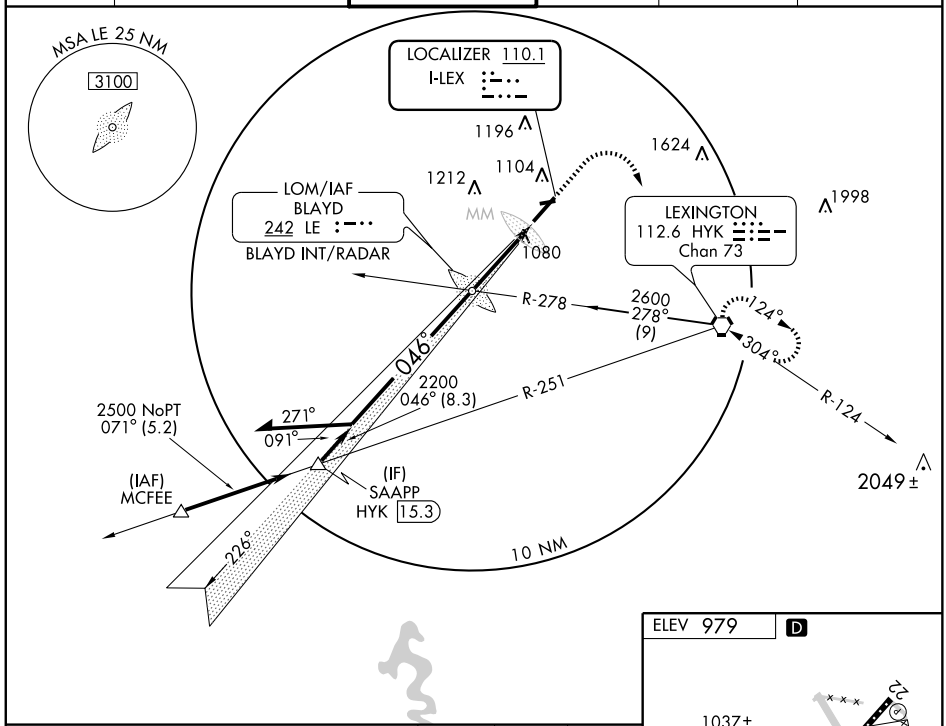
LEXINGTON/BLUE GRASS (LEX)

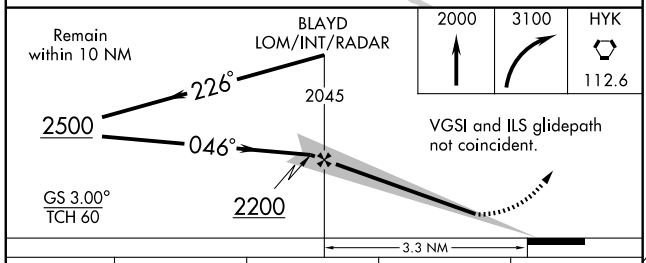
Inoperative table does not apply to S-ILS. For inoperative MALSR increase S-LOC all Cats visibility to RVR 5000. If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1234 and all MDAs 80 feet. Visibility reduction by helicopters NA.

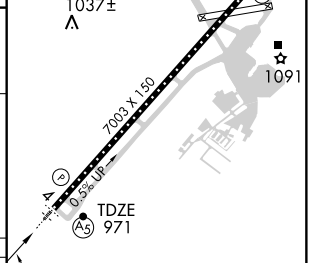
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950







CATEGORY	A	B	C	D
S-ILS 4	1171/40 200 (200-¾)			
S-LOC 4	1300/40 329 (400-¾)			
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1440-1½ 461 (500-1½)	1540-2 561 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-1. 22 OCT 2009 to 19 NOV 2009

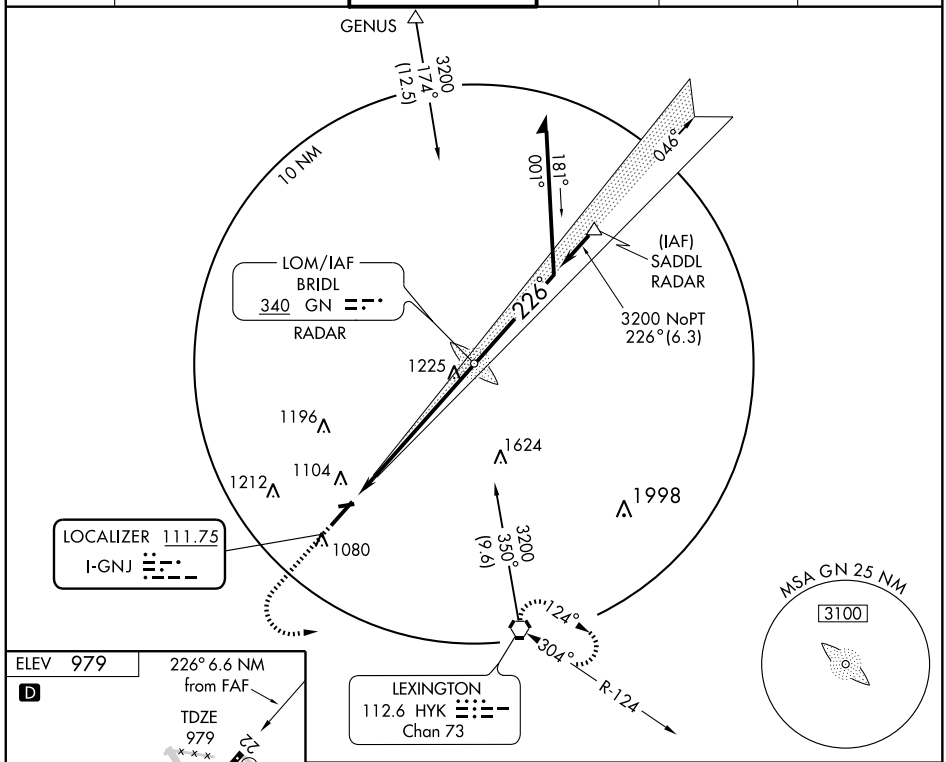
LOC I-GNJ	APP CRS	Rwy ldg	6603
111.75	226°	TDZE	979
		Apt Elev	979

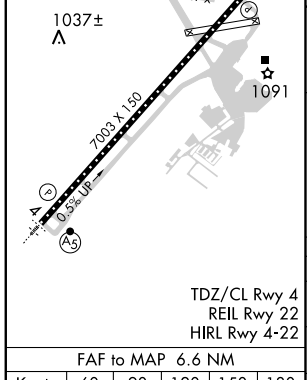
ILS or LOC RWY 22
LEXINGTON/BLUE GRASS (LEX)

If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

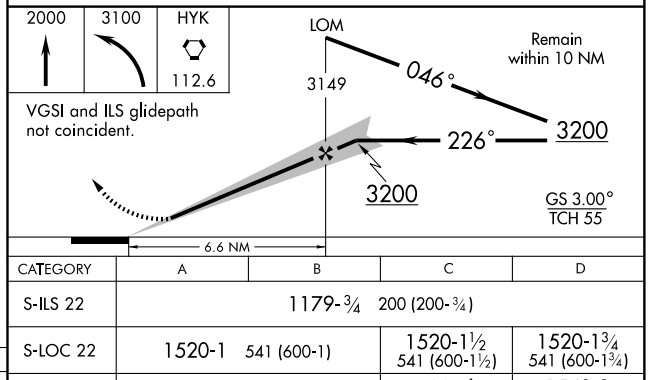
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950





TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 22	1179-¾ 200 (200-¾)			
S-LOC 22	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 70401 W04A	APP CRS 046°	Rwy ldg 6603 TDZE 971 Apt Elev 979

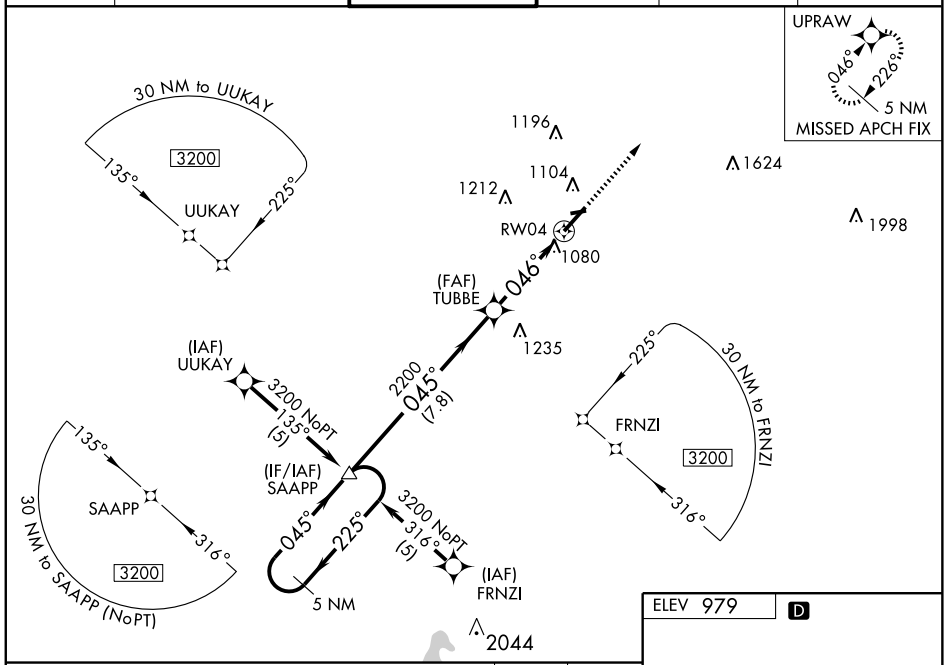
RNAV (GPS) RWY 4
LEXINGTON/BLUE GRASS (LEX)

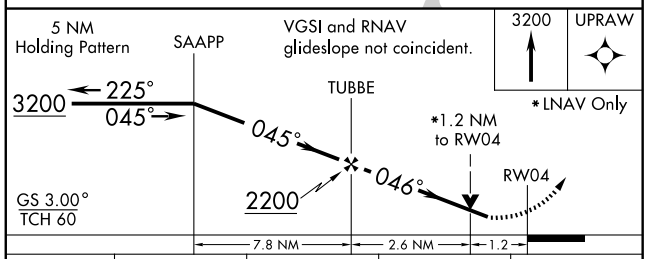
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibilities to RVR 5000, and LNAV Cats A, B, C to RVR 5000, Cat. D to RVR 6000. Visibility reduction by helicopters NA.

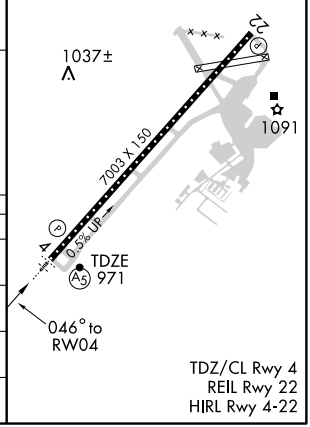
MALSR

MISSED APPROACH: Climb to 3200 direct UPRAW and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950







CATEGORY	A	B	C	D
LPV DA	1274/40 303 (300-¾)			
LNAV/VNAV DA	1362/50 391 (400-1)			
LNAV MDA	1340/40 369 (400-¾)			1340/50 369 (400-1)
CIRCLING	1420-1½ 441 (500-1½)	1440-1½ 461 (500-1½)		1540-2 561 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

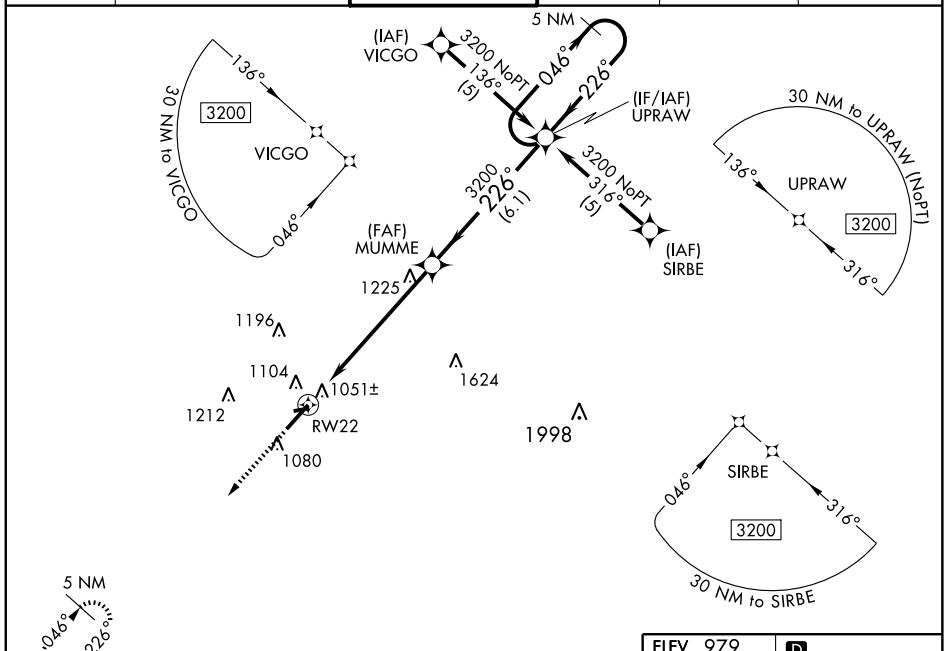
WAAS CH 90201 W22A	APP CRS 226°	Rwy ldg 6603 TDZE 979 Apt Elev 979

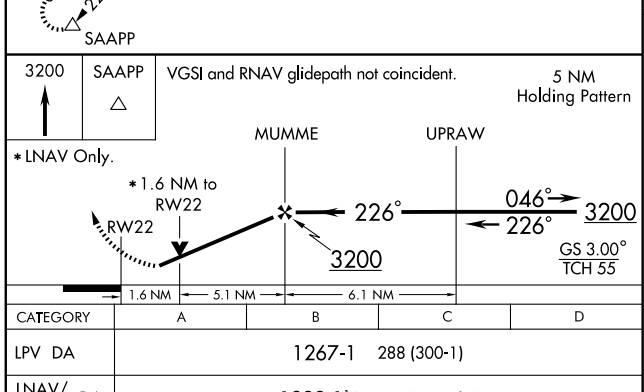
RNAV (GPS) RWY 22
LEXINGTON/BLUE GRASS (LEX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

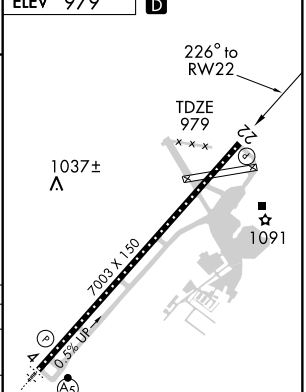
MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950





CATEGORY	A	B	C	D
LPV DA	1267-1 288 (300-1)			
LNAV/VNAV DA	1332-1¼ 353 (400-1¼)			
LNAV MDA	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1¼ 541 (600-1¼)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC HYK 112.6 Chan 73	APP CRS 304°	Rwy ldg N/A TDZE N/A Apt Elev 979

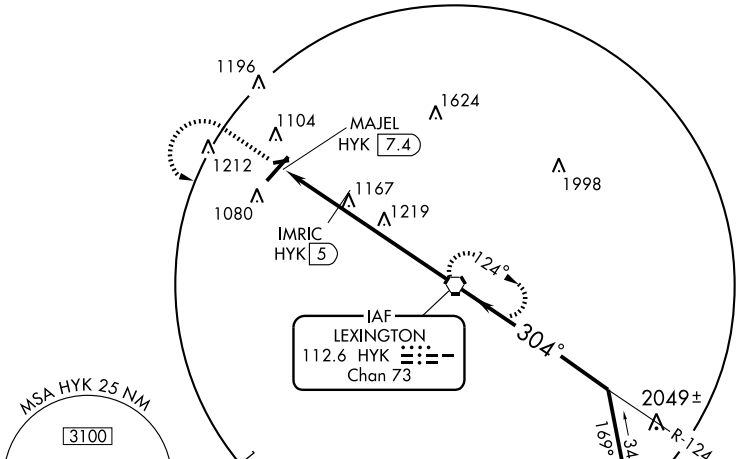
VOR-A

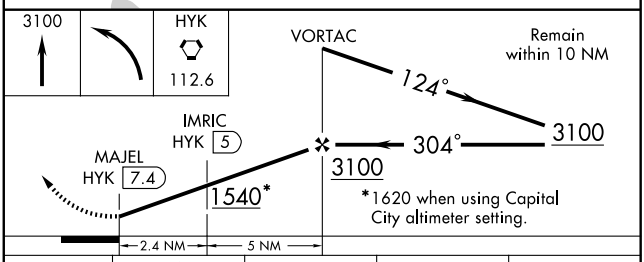
LEXINGTON/ BLUE GRASS (LEX)

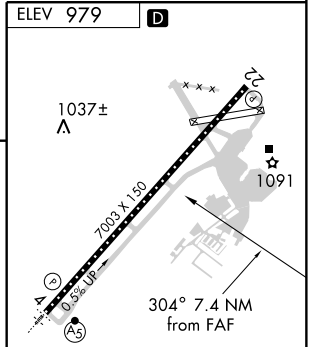
If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

CATEGORY	A	B	C	D
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1540-2 561 (600-2)
IMRIC FIX MINIMUMS				
CIRCLING	1460-1 481 (500-1)		1460-1½ 481 (500-1½)	1540-2 561 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-LOZ	APP CRS	Rwy ldg	5650
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

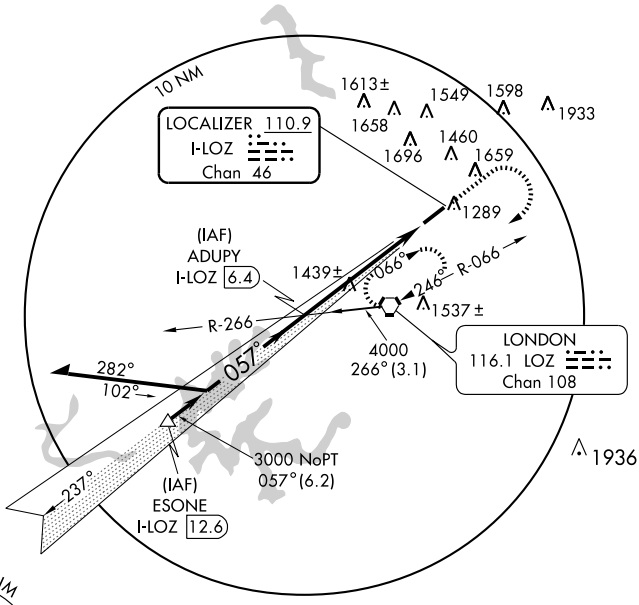
ILS or LOC RWY 6

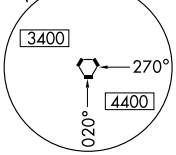
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

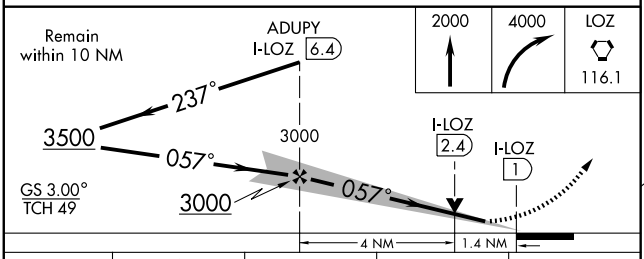
VDP NA when using Somerset altimeter setting.
If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

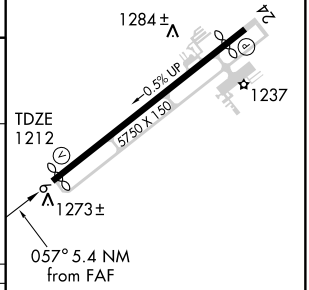
ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	1412-¾ 200 (200-¾)			
S-LOC 6	1700-1 488 (500-1)		1700-1¼ 488 (500-1¼)	1700-1½ 488 (500-1½)
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 65799 W06A	APP CRS 057°	Rwy ldg 5650 TDZE 1212 Apt Elev 1212

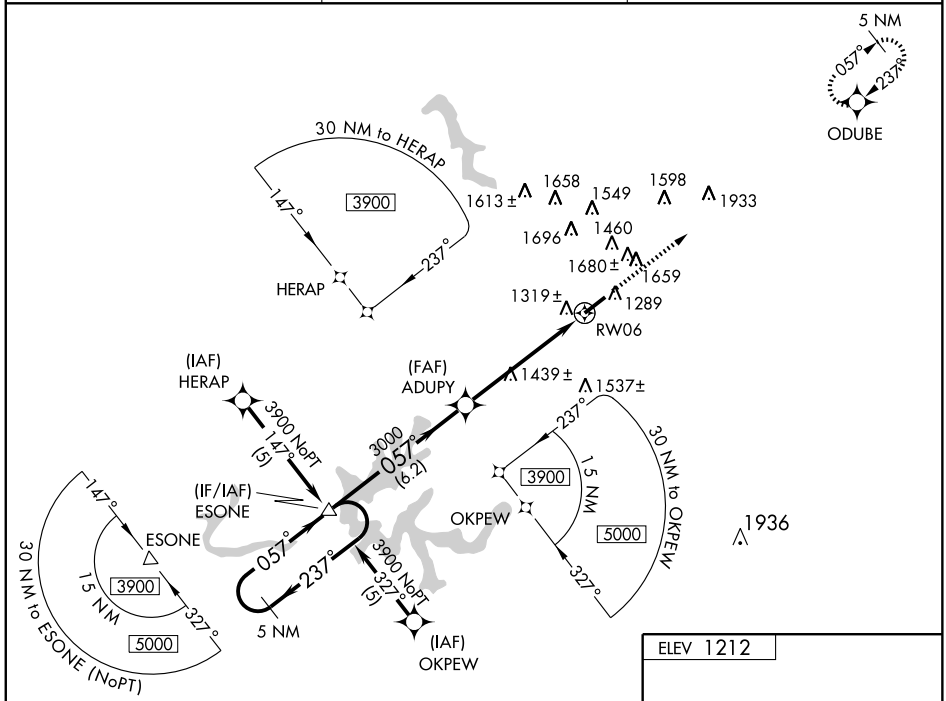
RNAV (GPS) RWY 6

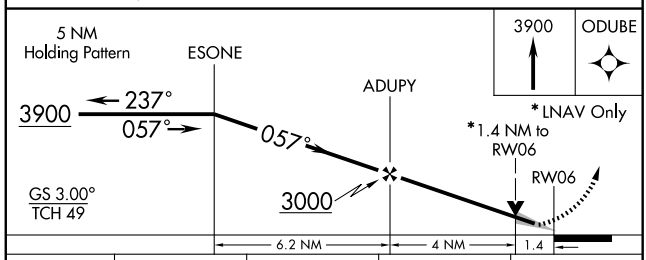
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

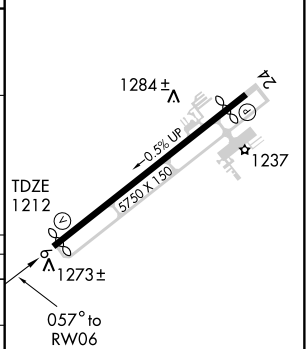
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F). Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1462-¾ 250 (300-¾)			
LNAV/VNAV DA	1589-1¼ 377 (400-1¼)			
LNAV MDA	1700-1 488 (500-1)		1700-1¼ 488 (500-1¼)	1700-1½ 488 (500-1½)
CIRCLING	1780-1¼ 568 (600-1¼)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 78108 W24A	APP CRS 237°	Rwy ldg 5100 TDZE 1201 Apt Elev 1212

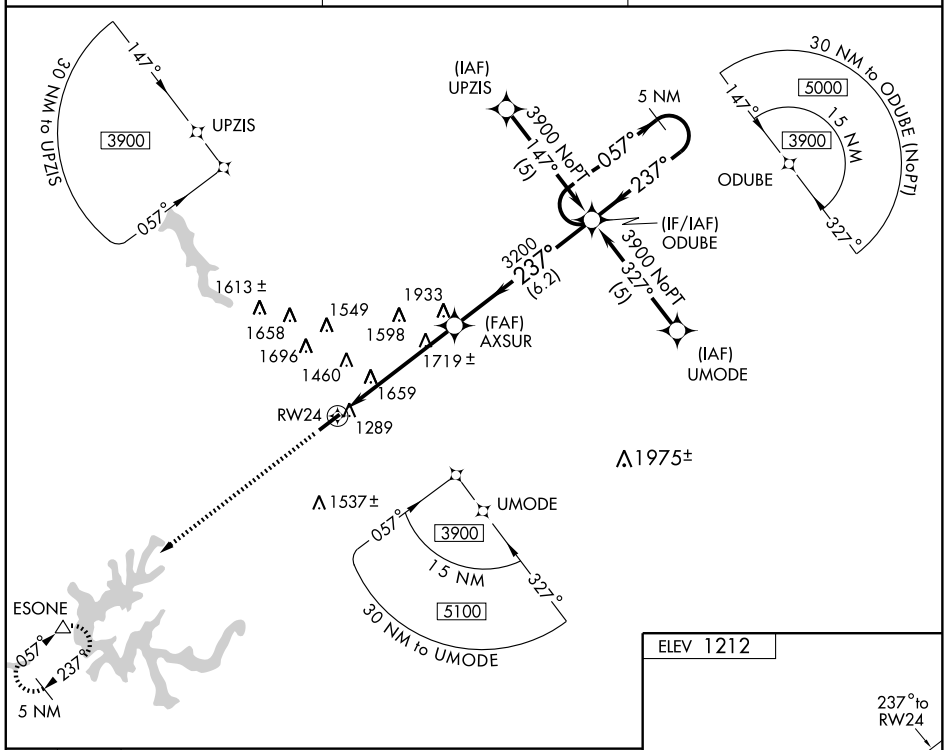
RNAV (GPS) RWY 24

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

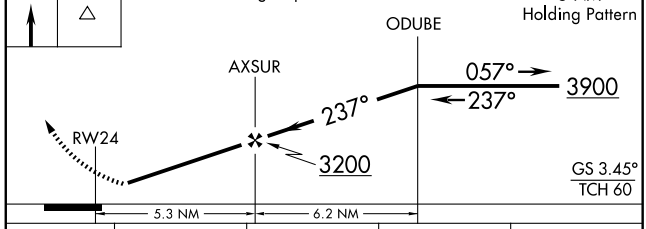
MISSED APPROACH: Climb to 3900 direct ESONE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

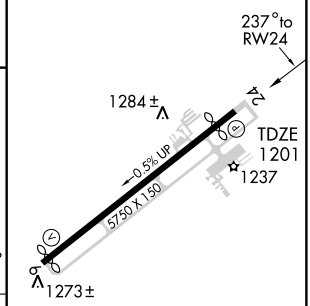


3900 ESONE △ VGSI and RNAV glidepath not coincident.

5 NM Holding Pattern



ELEV 1212



CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 22 OCT 2009 to 19 NOV 2009

VORTAC LOZ 116.1 Chan 108	APP CRS 025°	Rwy ldg 5650 TDZE 1212 Apt Elev 1212

VOR RWY 6

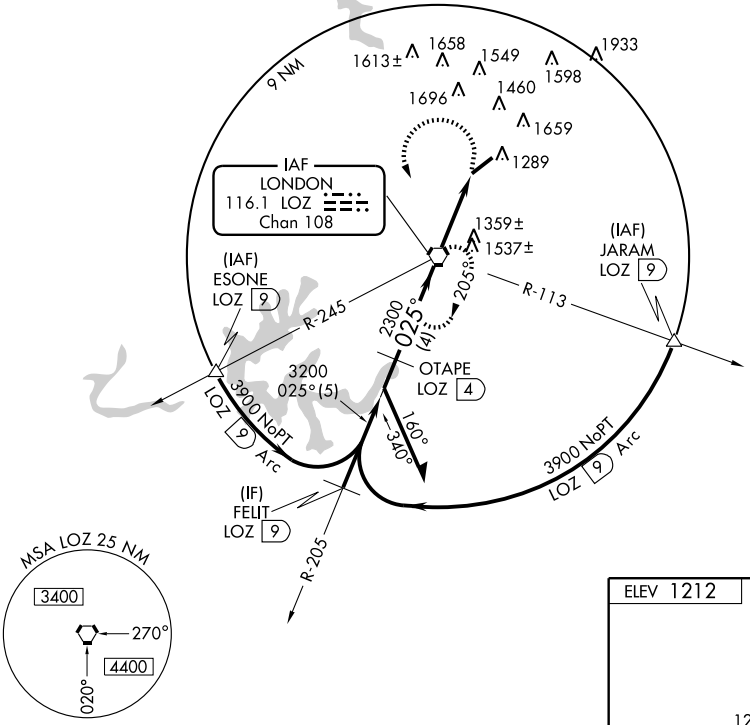
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

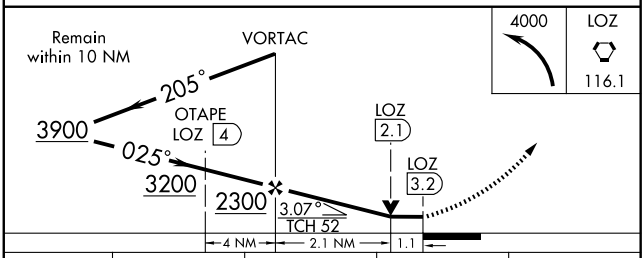
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. VDP NA when using Somerset altimeter setting.

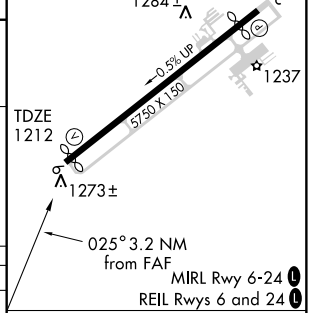
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-6	1620-1 408 (500-1)		1620-1¼ 408 (500-1¼)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 3.2 NM

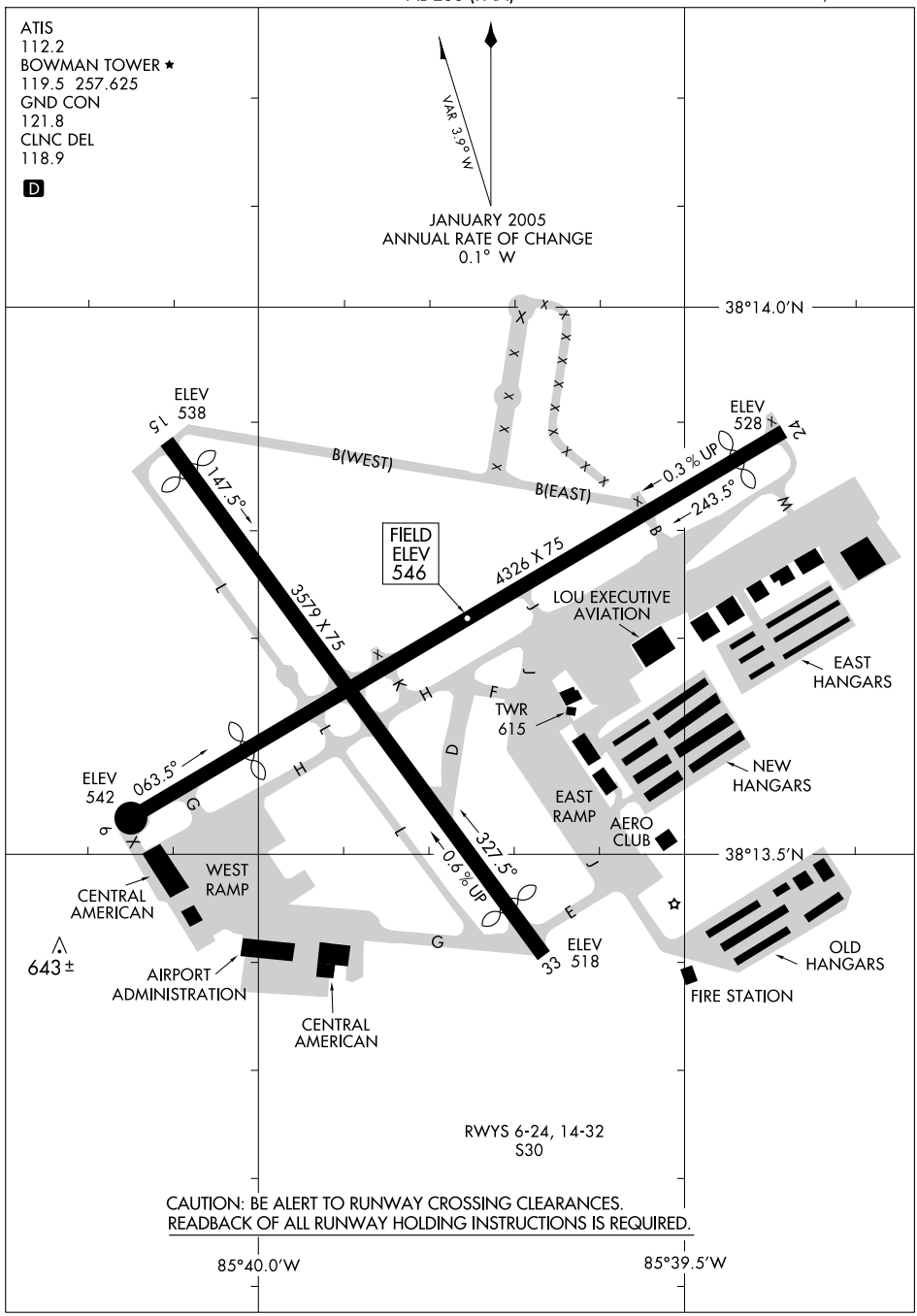
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-238 (FAA)

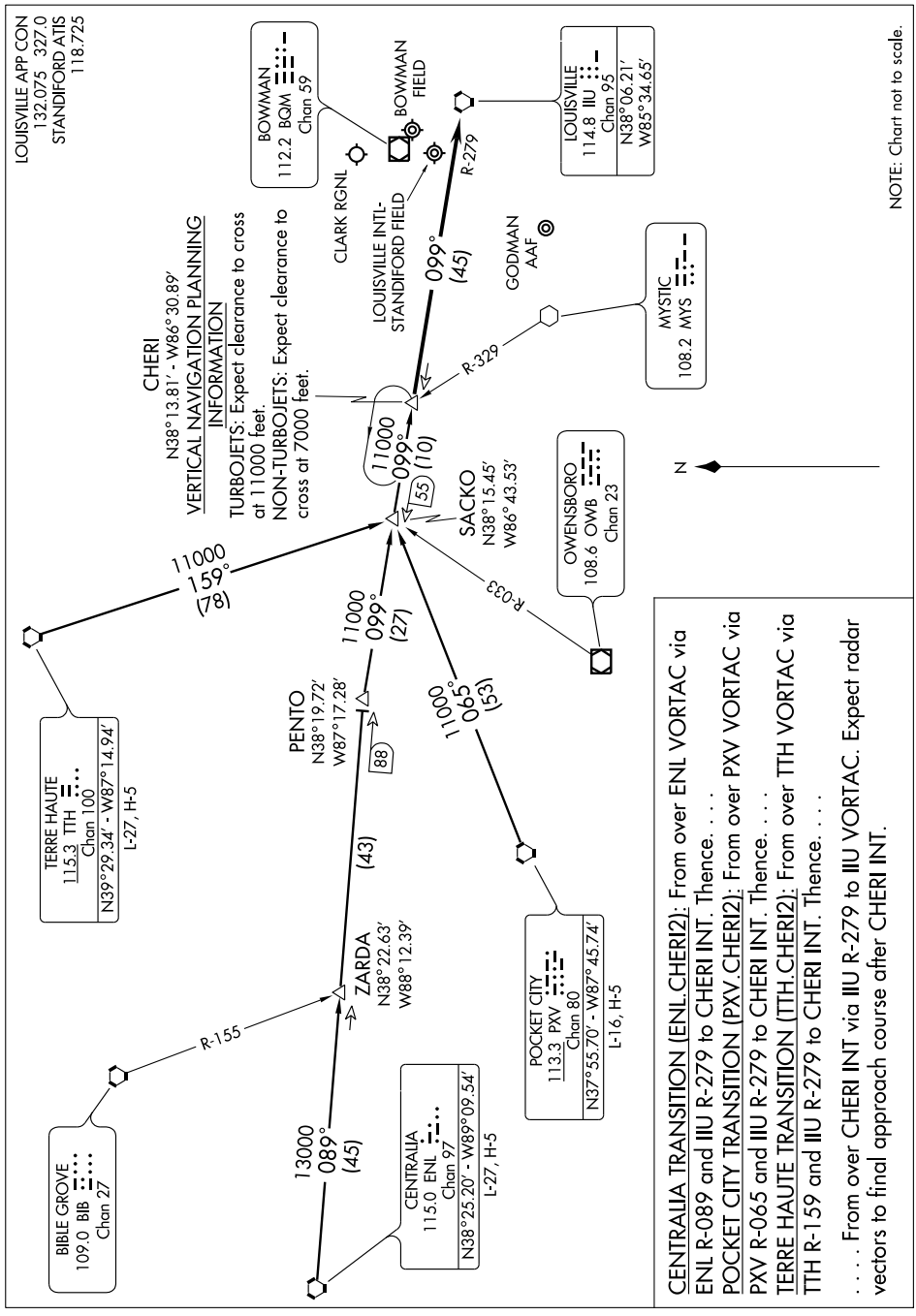
LOUISVILLE/ BOWMAN FIELD (LOU)
LOUISVILLE, KENTUCKY



SE-1, 22 OCT 2009 to 19 NOV 2009

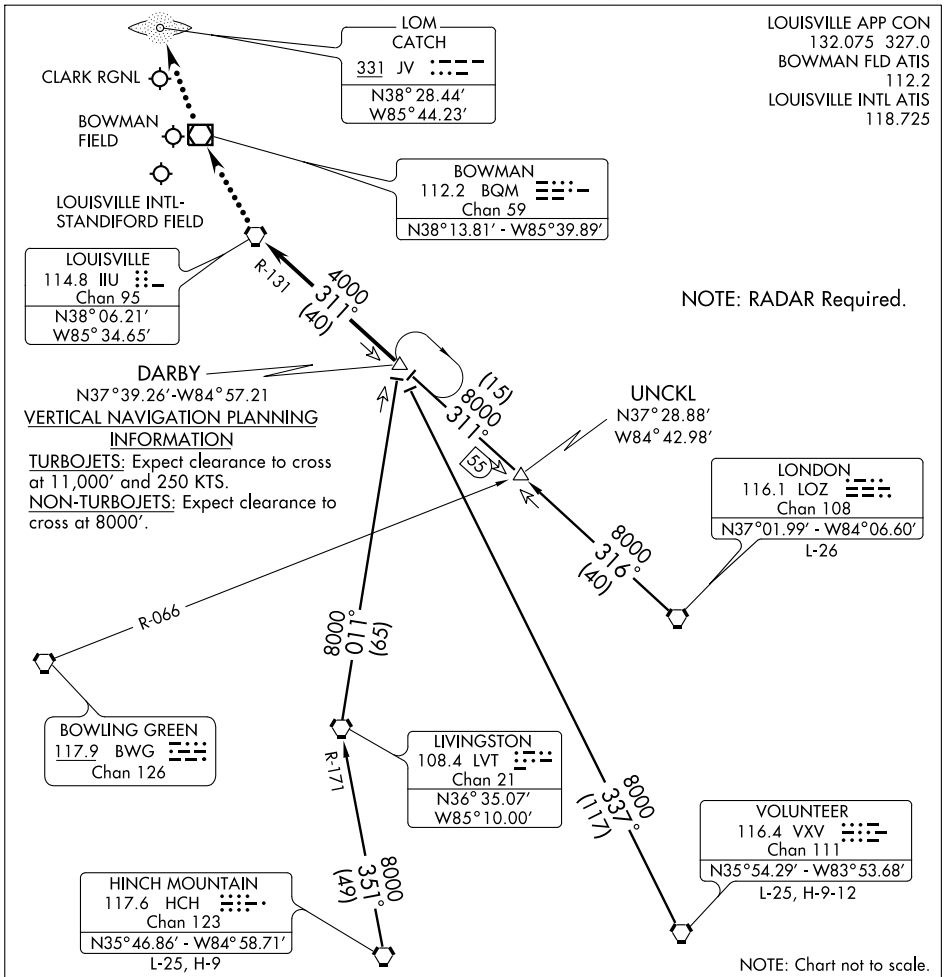
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1, 22 OCT 2009 to 19 NOV 2009

LOM LK	APP CRS	Rwy ldg	3125
414	347°	TDZE	546
		Apt Elev	547

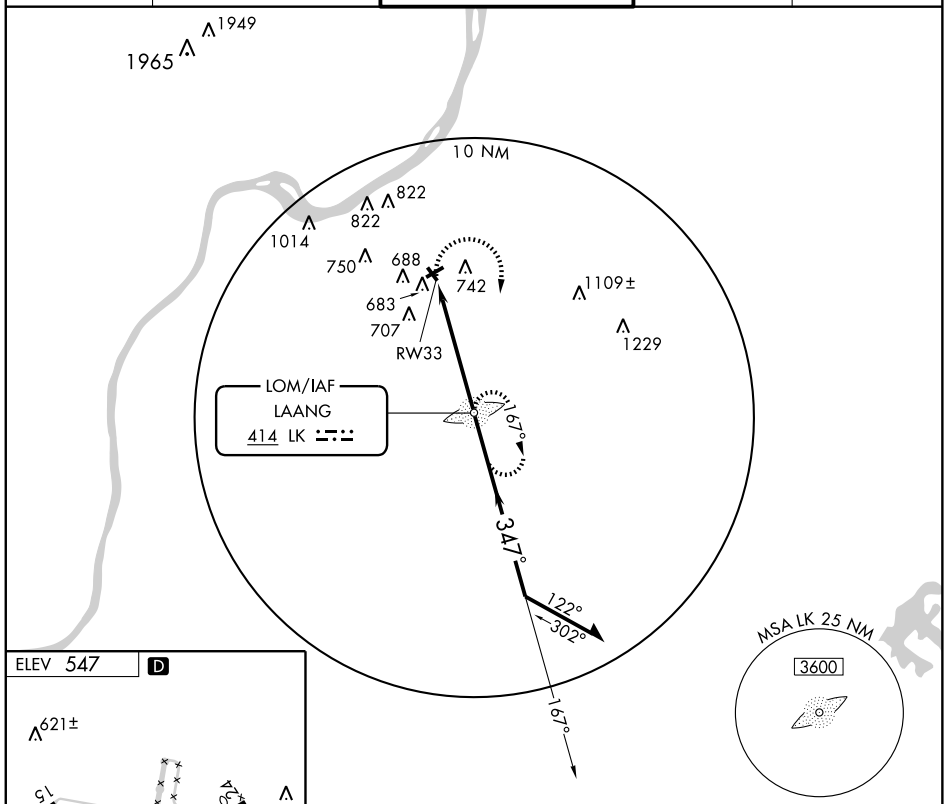
NDB or GPS RWY 33

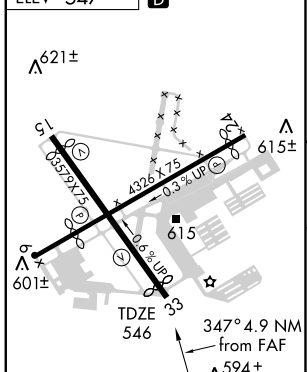
LOUISVILLE/ BOWMAN FIELD (LOU)

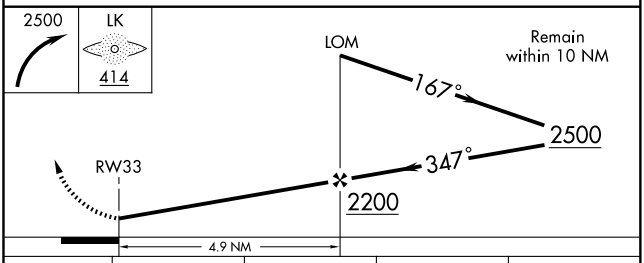
RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9







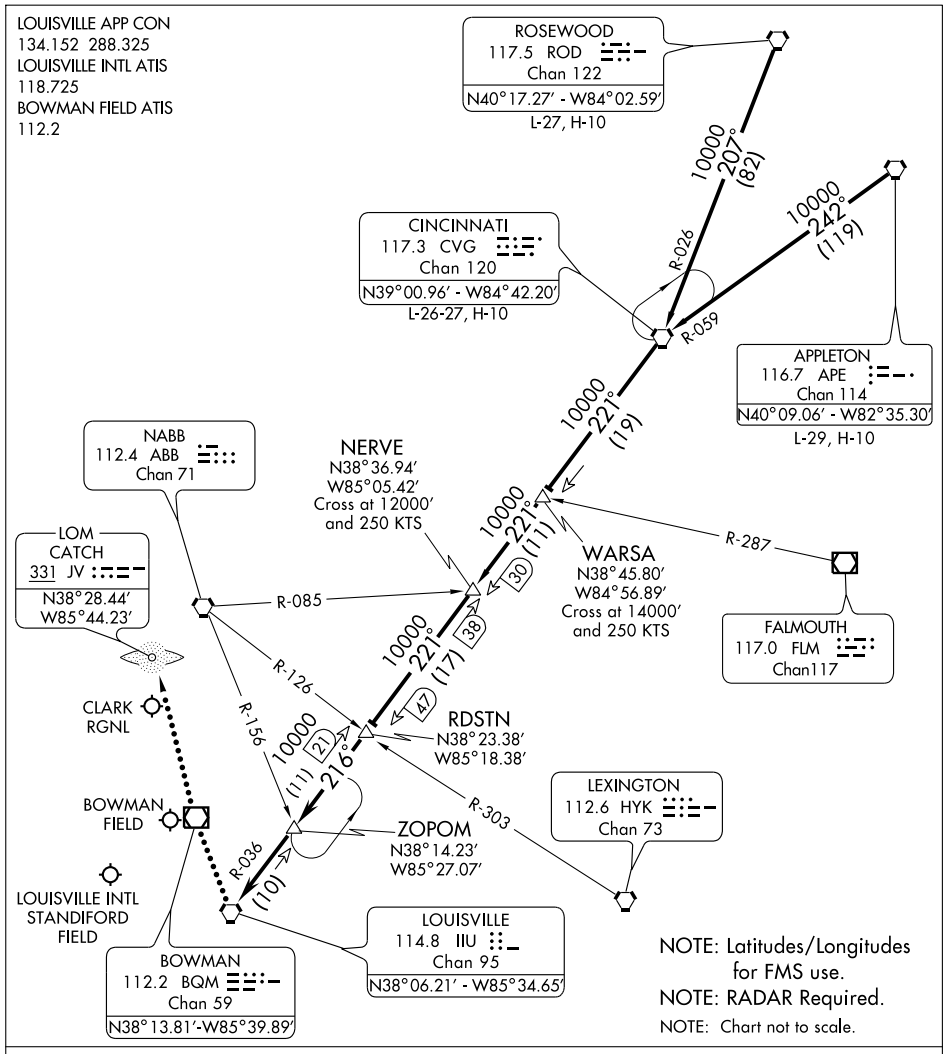
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-33	1060-1	514 (600-1)	NA	
CIRCLING	1060-1	513 (600-1)	NA	

SE-1. 22 OCT 2009 to 19 NOV 2009

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000′), then via IIU R-036 to IIU VORTAC (MEA 10000′). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000′ until CATCH LOM.

SE-1, 22 OCT 2009 to 19 NOV 2009

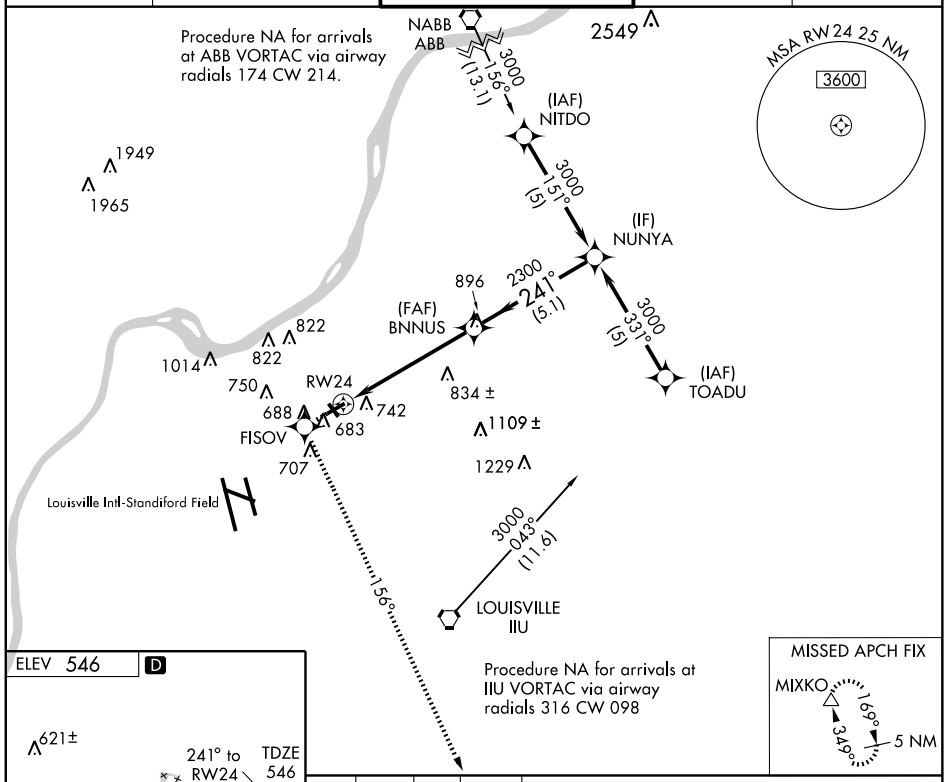
WAAS CH 45802 W24A	APP CRS 241°	Rwy ldg 3856 TDZE 546 Apt Elev 546

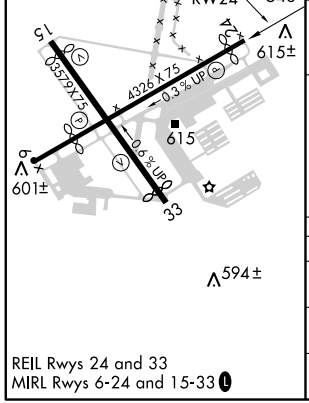
RNAV (GPS) RWY 24
LOUISVILLE/BOWMAN FIELD (LOU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting.

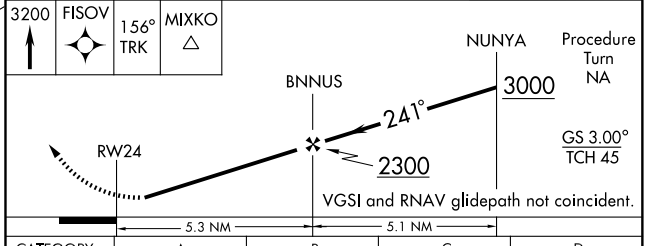
MISSED APPROACH: Climb to 3200 direct FISOV and via 156° track to MIXKO and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	840-1 294 (300-1)		NA	
LNAV MDA	1020-1 474 (500-1)		NA	
CIRCLING	1060-1 514 (600-1)		NA	

SE-1. 22 OCT 2009 to 19 NOV 2009

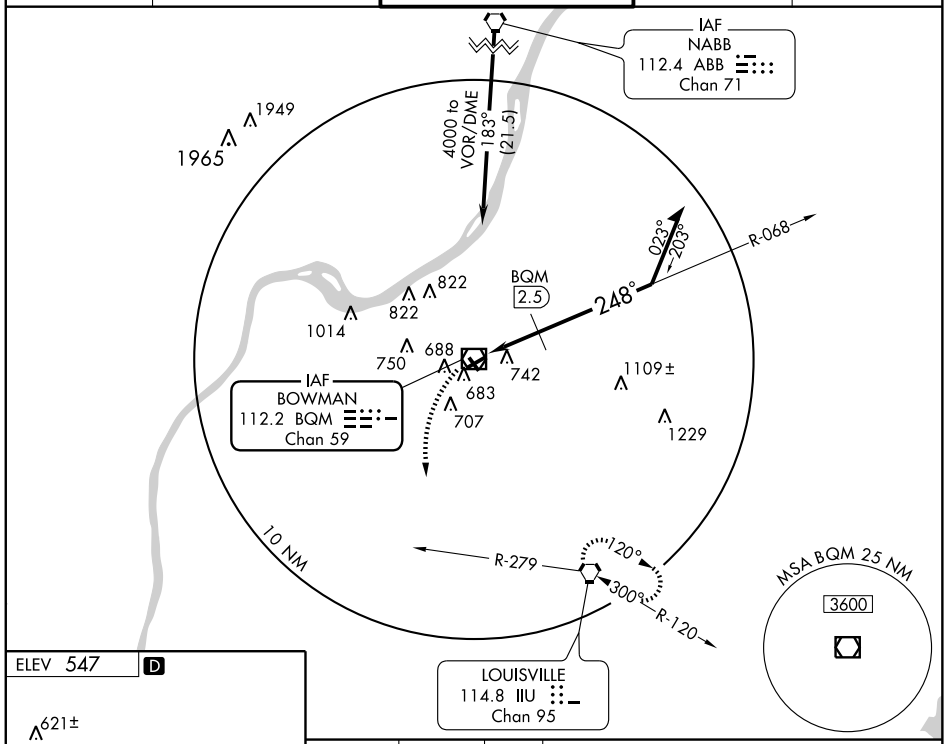
VOR/DME BQM	APP CRS	Rwy ldg	3856
112.2	248°	TDZE	546
Chan 59		Apt Elev	547

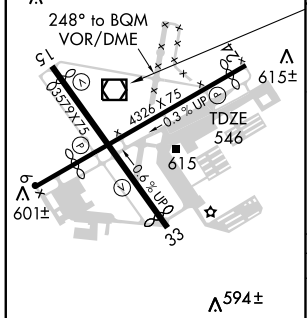
VOR RWY 24

LOUISVILLE/ BOWMAN FIELD (LOU)

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and IIU VORTAC R-279 to IIU VORTAC and hold.

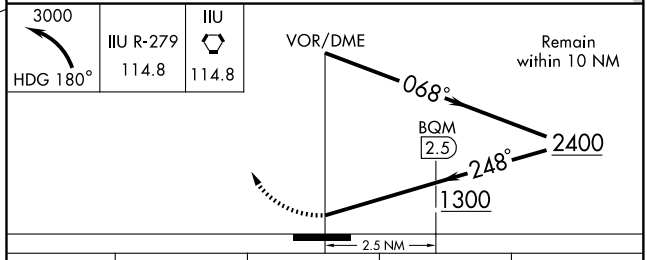
ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

3000	IIU R-279	IIU
HDG 180°	114.8	114.8



CATEGORY	A	B	C	D
S-24	1300-1 754 (800-1)	1300-1¼ 754 (800-1¼)	NA	
CIRCLING	1300-1 753 (800-1)	1300-1¼ 753 (800-1¼)	NA	
DME MINIMUMS				
S-24	1000-1 454 (500-1)		NA	
CIRCLING	1060-1 513 (600-1)		NA	

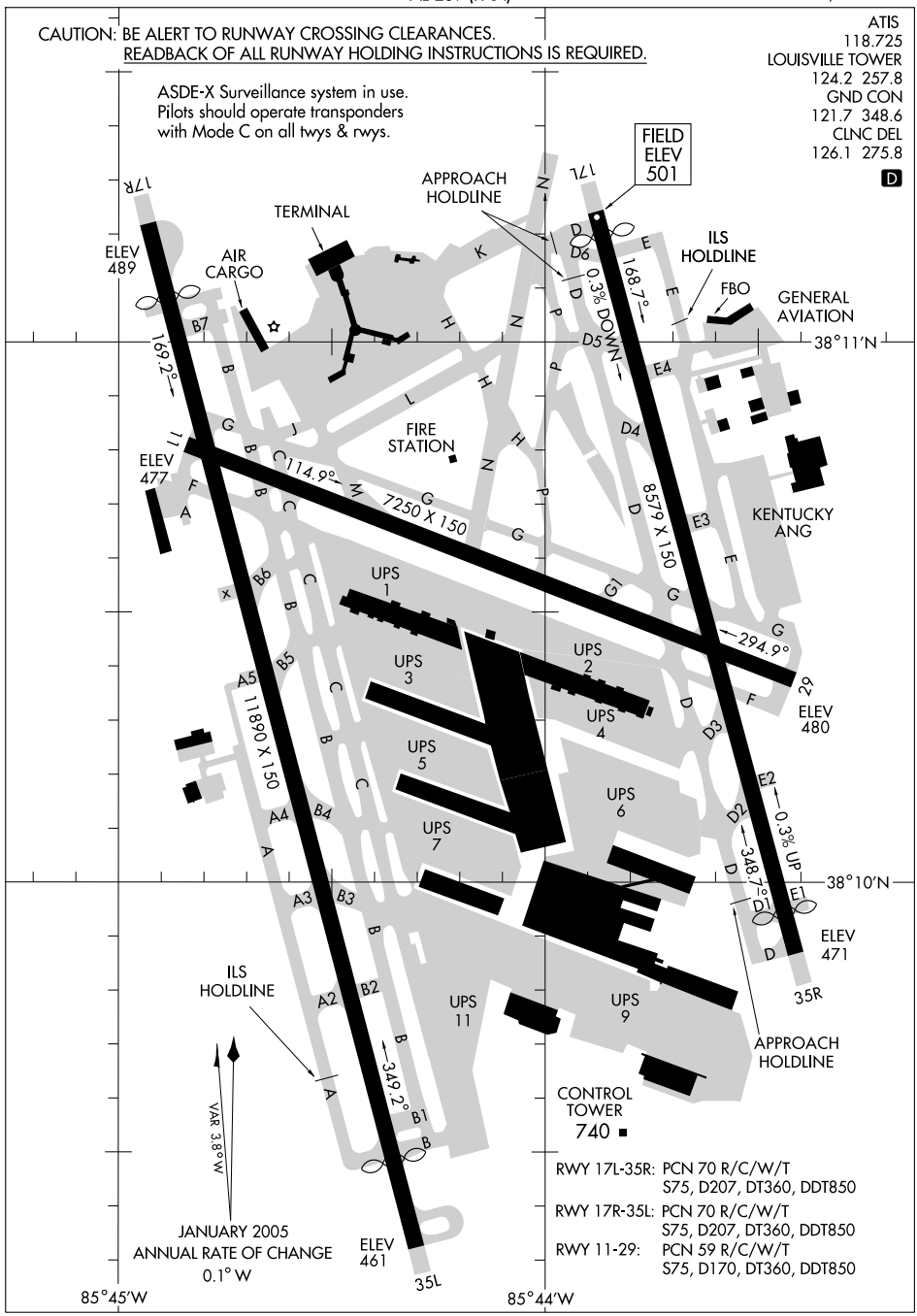
SE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-239 (FAA)

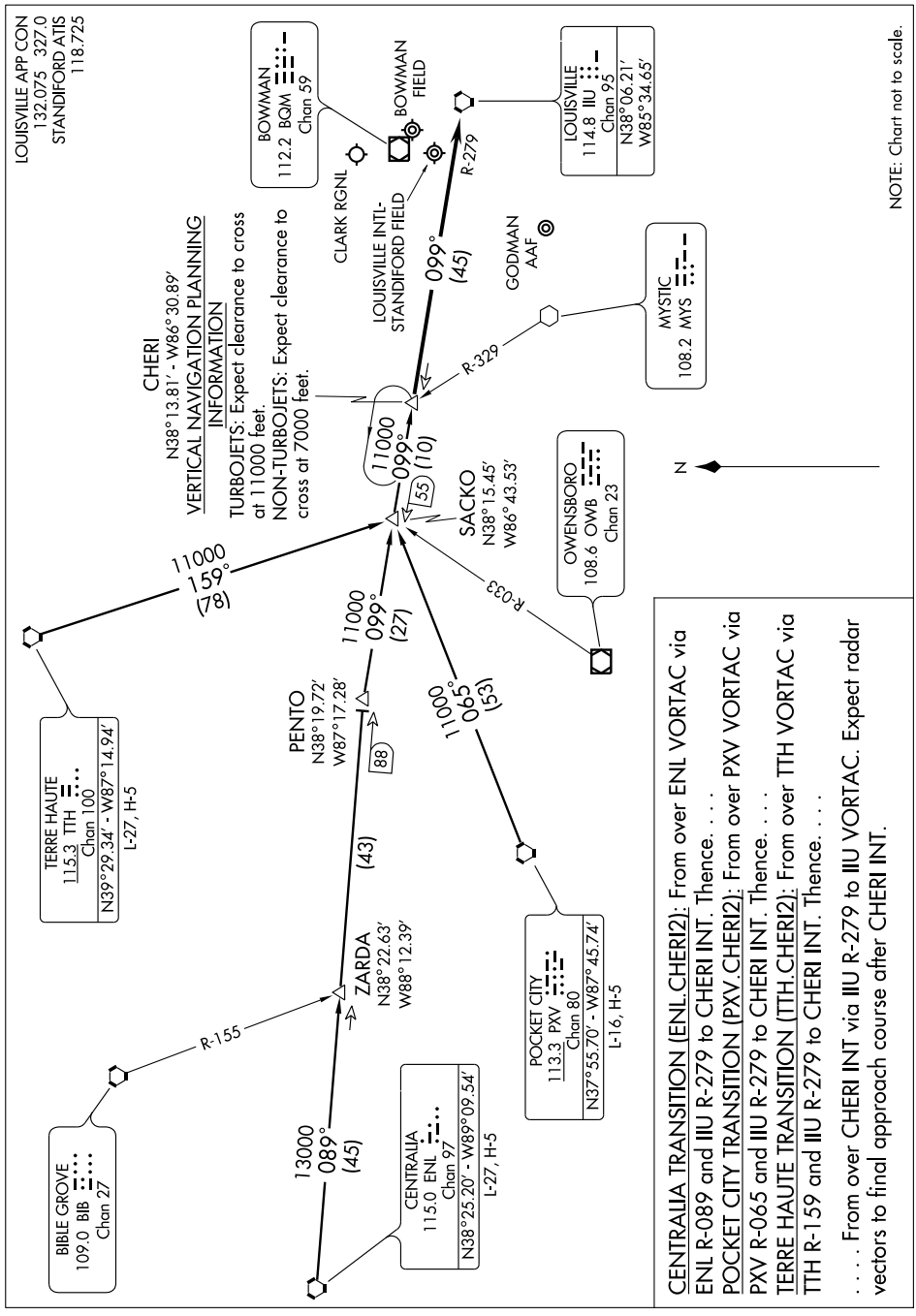
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

LOUISVILLE, KENTUCKY



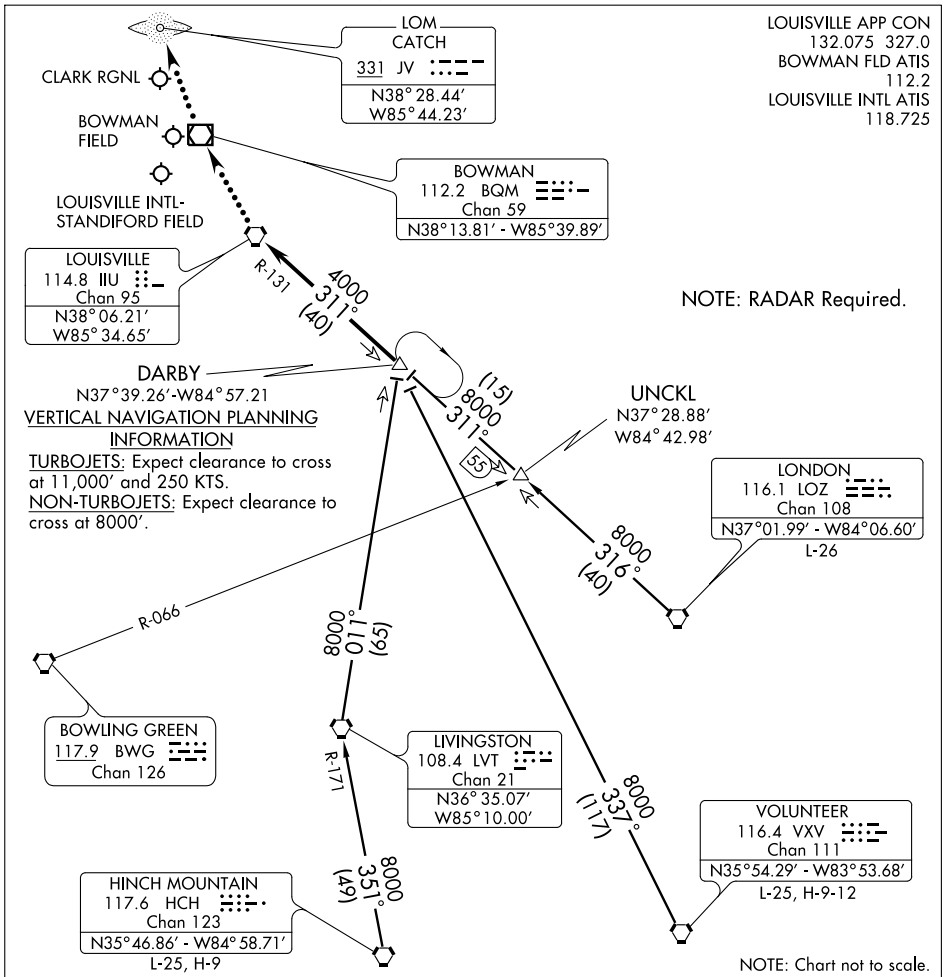
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

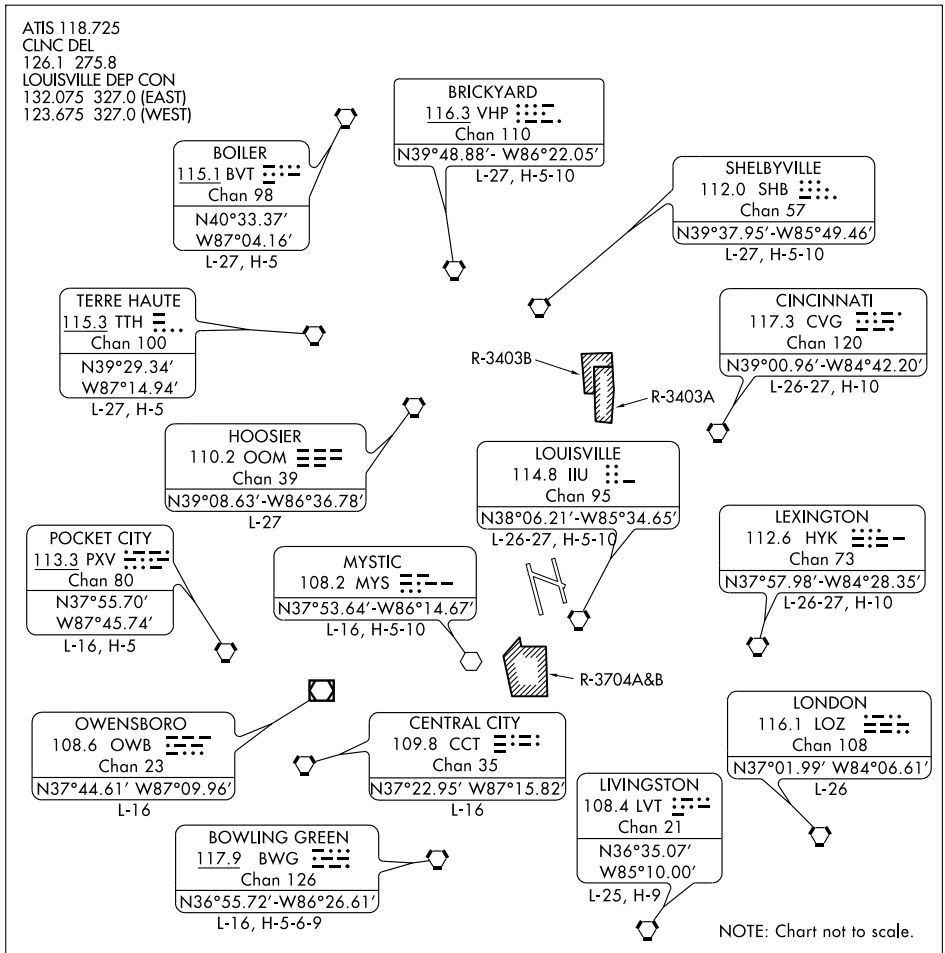
LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1, 22 OCT 2009 to 19 NOV 2009

DERBY CITY ONE DEPARTURE

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
LOUISVILLE, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

LOC/DME I-PKI 111.95 Chan 56 (Y)	APP CRS 168°	Rwy ldg 7800 TDZE 499 Apt Elev 501

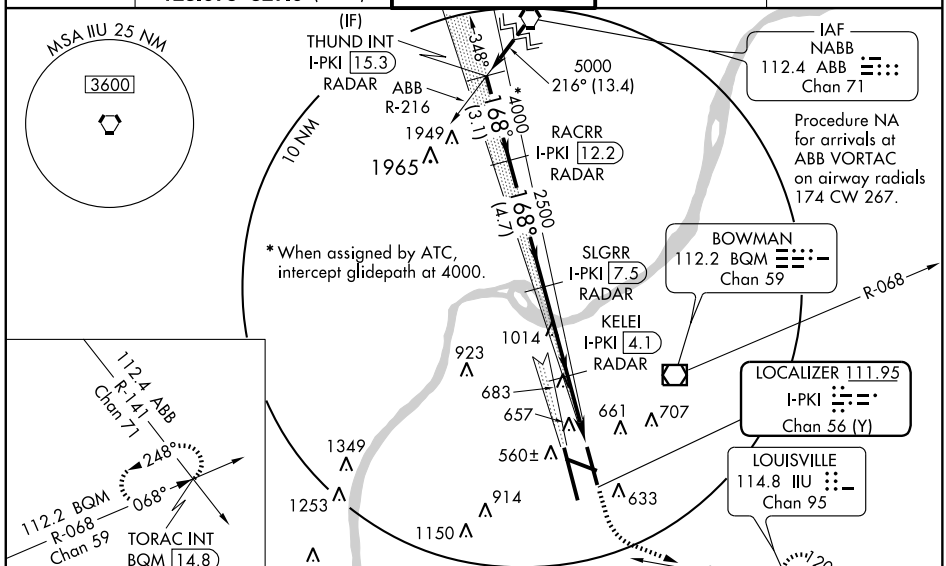
ILS or LOC RWY 17L
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

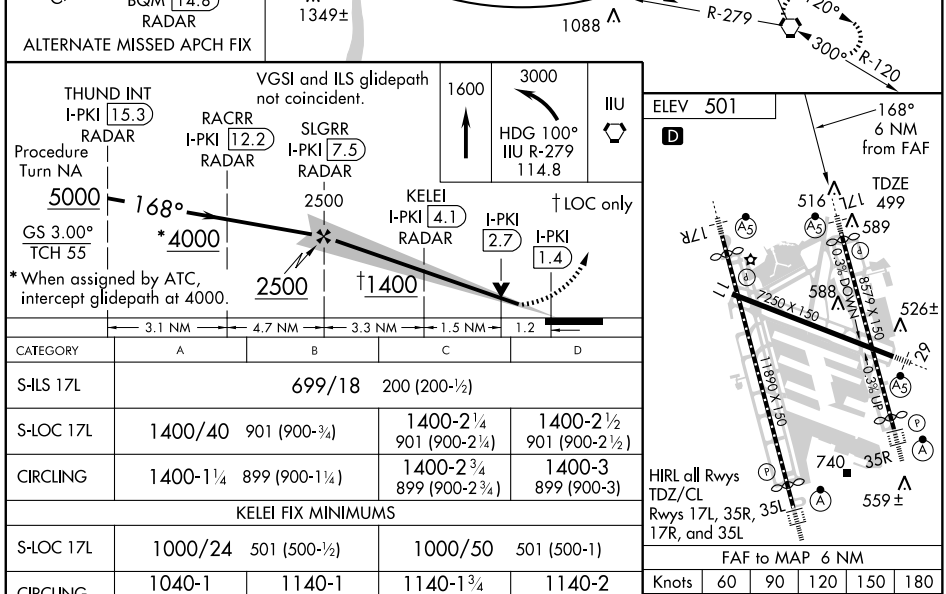
DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIU R-279 to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1400/40 901 (900-¾)		1400-2¼ 901 (900-2¼)	1400-2½ 901 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
KELEI FIX MINIMUMS				
S-LOC 17L	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SNU 110.3 Chan 40	APP CRS 168°	Rwy ldg 10000 TDZE 490 Apt Elev 501

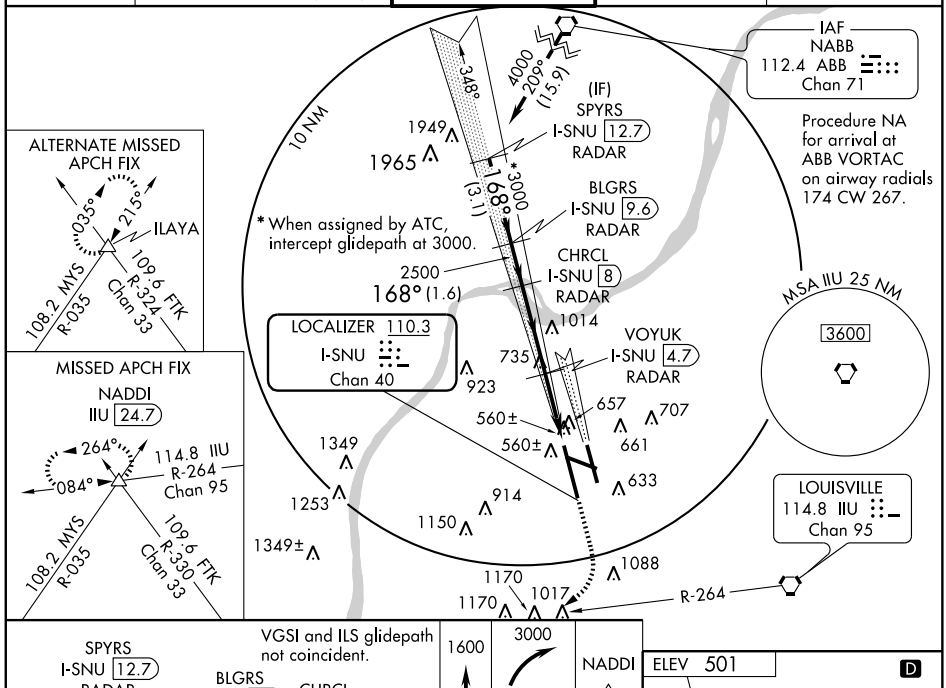
ILS or LOC RWY 17R
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

For inoperative MALSR, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

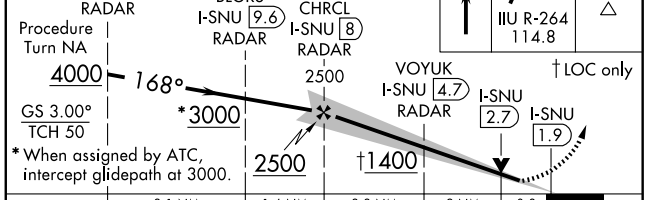
MALSR A5

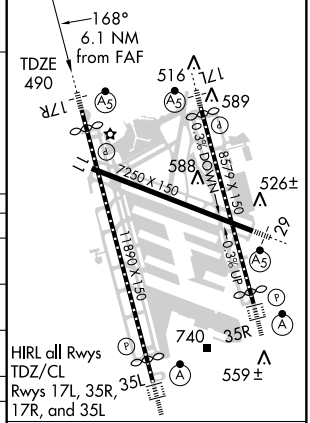
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IIU 24.7 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



SE-1. 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
S-ILS 17R	**690/24 200 (200-½)			
S-LOC 17R	1400/40 910 (900-¾)		1400-2¼ 910 (900-2¼)	1400-2½ 910 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
VOYUK FIX MINIMUMS				
S-LOC 17R	820/24 330 (400-½)			820/40 330 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 348°	Rwy ldg 10000 TDZE 464 Apt Elev 501

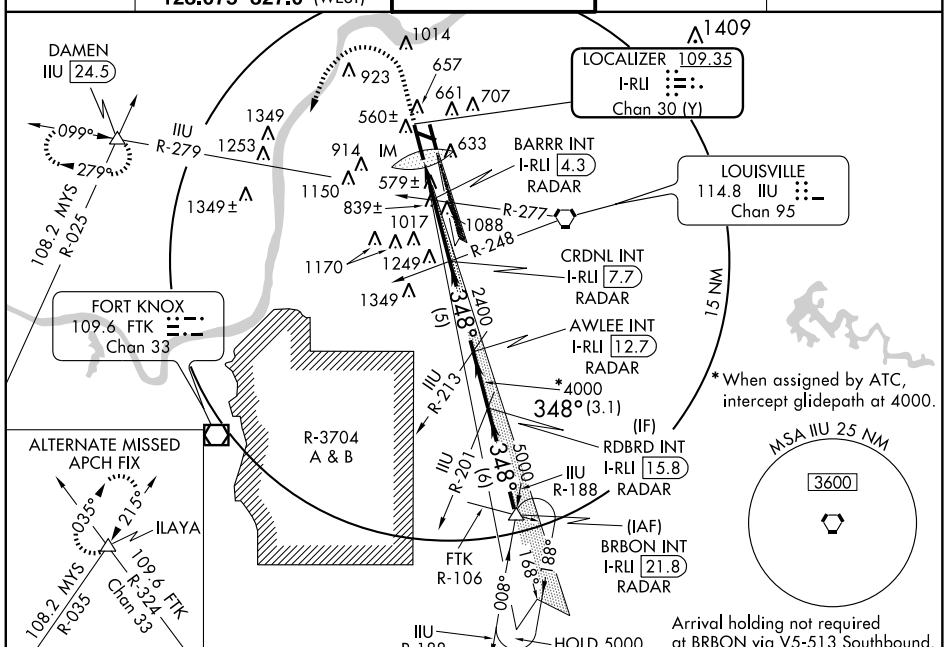
ILS or LOC RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

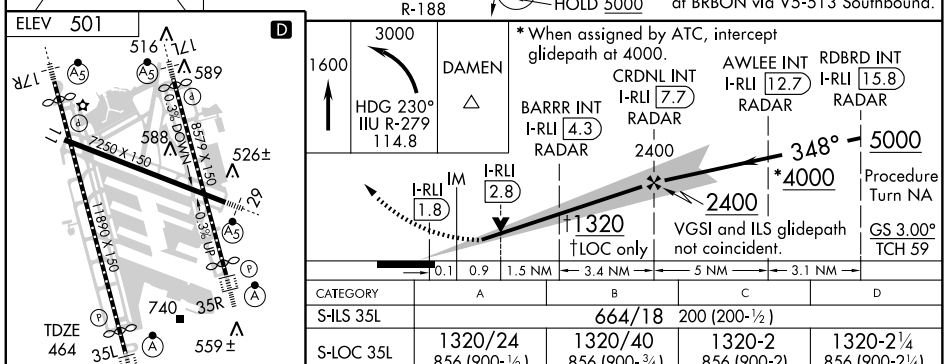
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



* When assigned by ATC, intercept glidepath at 4000.

Arrival holding not required at BRBON via V5-513 Southbound.



FAF to MAP 5.8 NM				
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1320/24 856 (900-½)	1320/40 856 (900-¾)	1320-2 856 (900-2)	1320-2¼ 856 (900-2¼)
CIRCLING	1320-1 819 (900-1)	1320-1¼ 819 (900-1¼)	1320-2½ 819 (900-2½)	1320-2¾ 819 (900-2¾)
BARRR FIX MINIMUMS				
S-LOC 35L	840/24 376 (400-½)			840/40 376 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

LOC/DME I-JJM	APP CRS	Rwy ldg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS or LOC RWY 35R

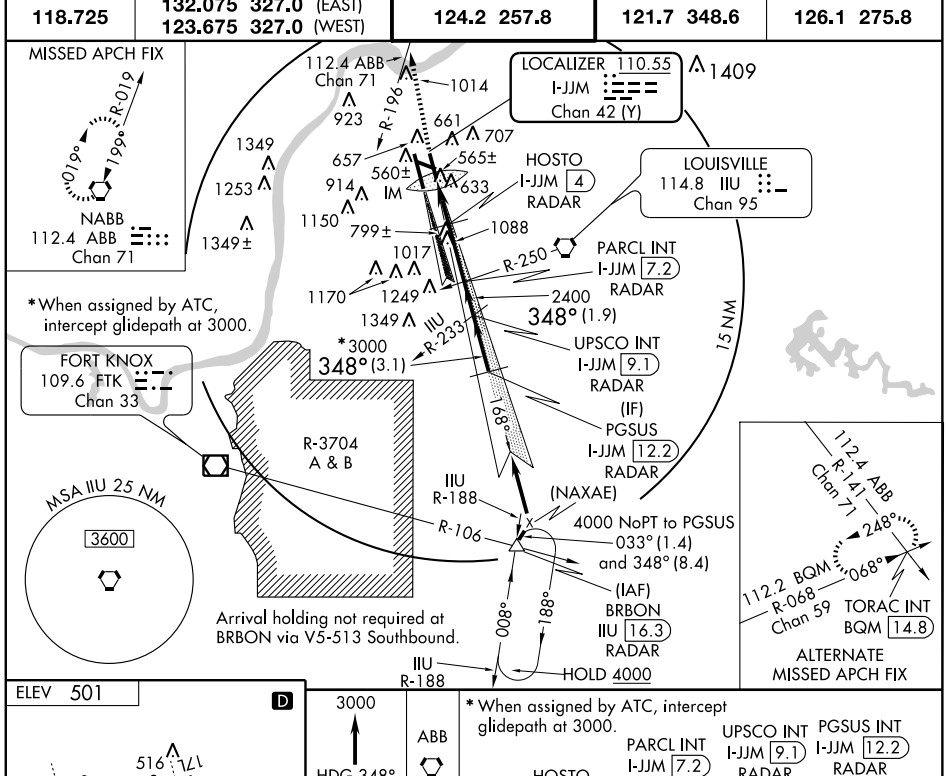
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

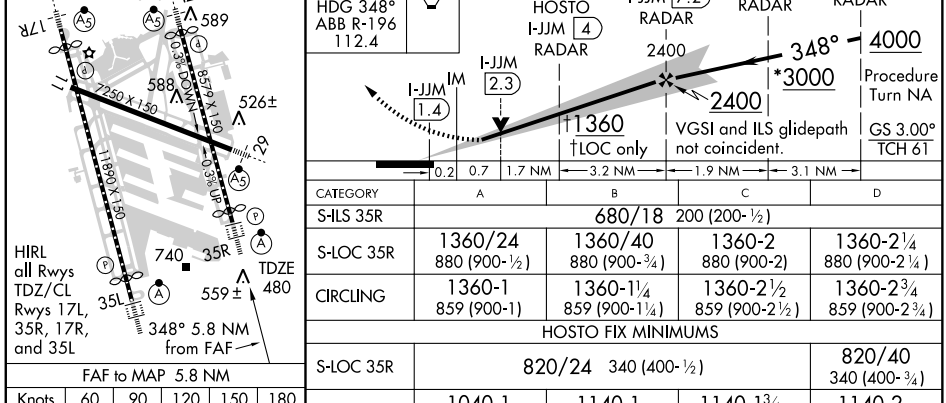
For inoperative ALSF-2, increase S-LOC 35R (DME MINIMUMS) Cat. D visibility to RVR 5000. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-½)			
S-LOC 35R	1360/24 880 (900-½)	1360/40 880 (900-¾)	1360-2 880 (900-2)	1360-2¼ 880 (900-2¼)
CIRCLING	1360-1 859 (900-1)	1360-1¼ 859 (900-1¼)	1360-2½ 859 (900-2½)	1360-2¾ 859 (900-2¾)
HOSTO FIX MINIMUMS				
S-LOC 35R	820/24 340 (400-½)			820/40 340 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

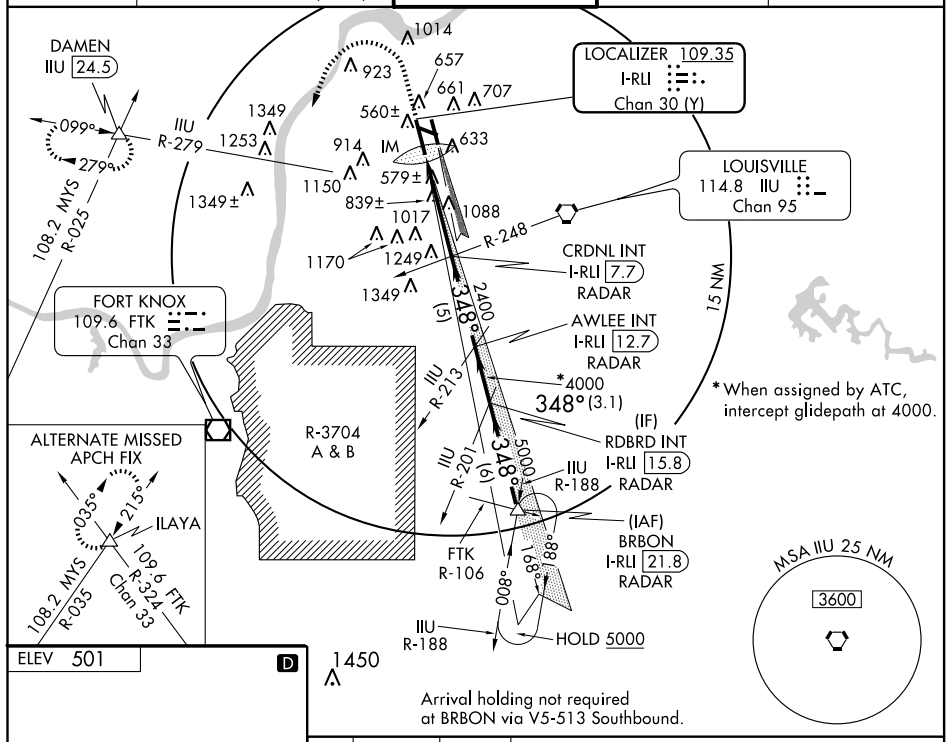
LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 348°	Rwy ldg 10000 TDZE 464 Apt Elev 501

ILS RWY 35L (CAT II)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

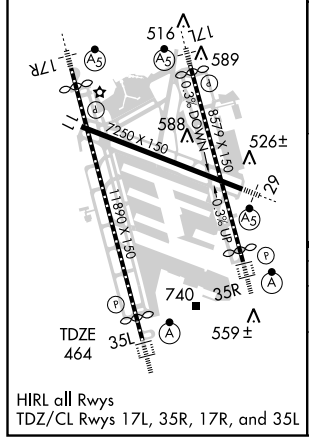


*When assigned by ATC, intercept glidepath at 4000.

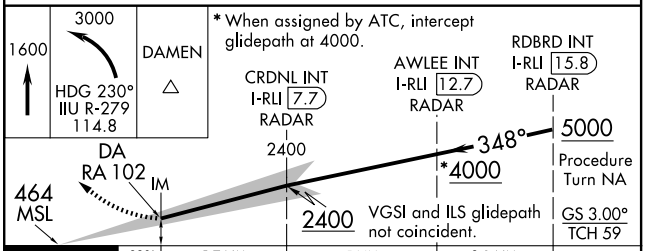
Arrival holding not required at BRBON via V5-513 Southbound.

ELEV 501

D



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



CATEGORY	A	B	C	D
S-ILS 35L	564/12 100 RA 102			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 22 OCT 2009 to 19 NOV 2009

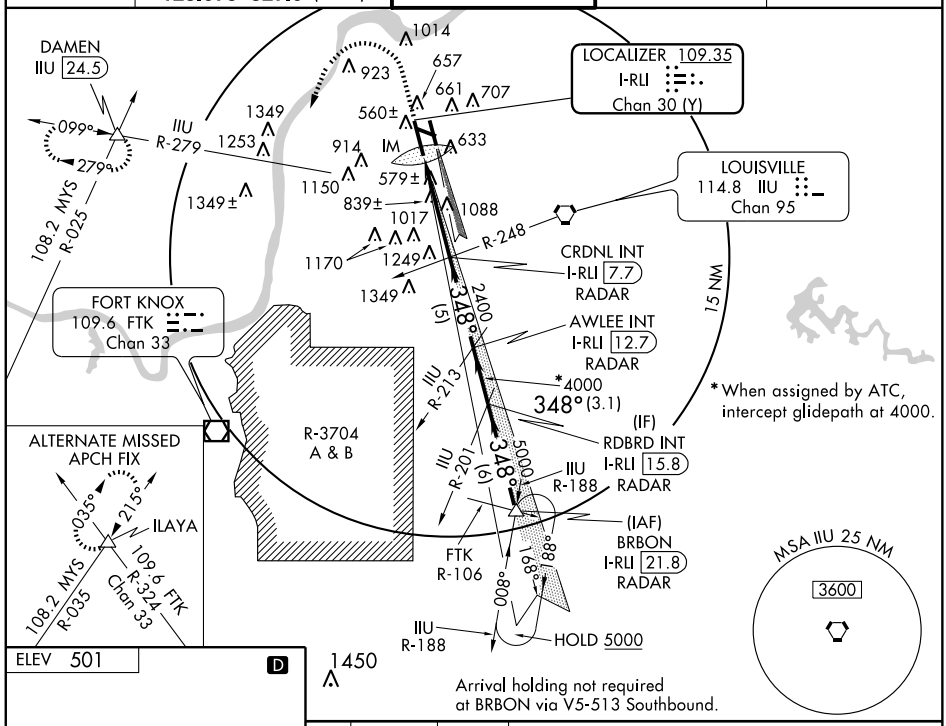
LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 348°	Rwy ldg 10000 TDZE 464 Apt Elev 501

ILS RWY 35L (CAT III)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

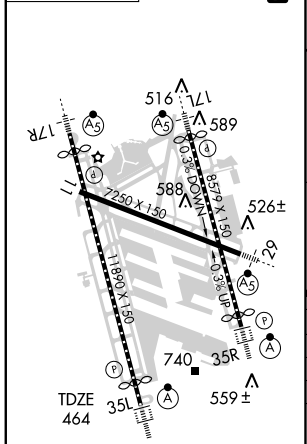
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



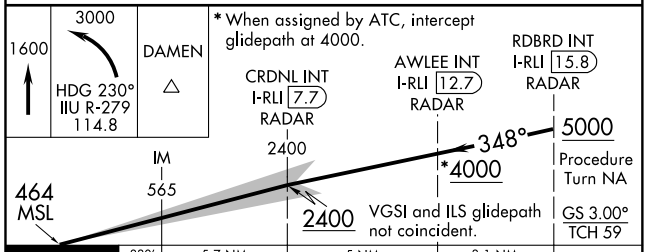
* When assigned by ATC, intercept glidepath at 4000.

ELEV 501

D



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JJM	APP CRS	Rwy ldg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS RWY 35R (CAT II)

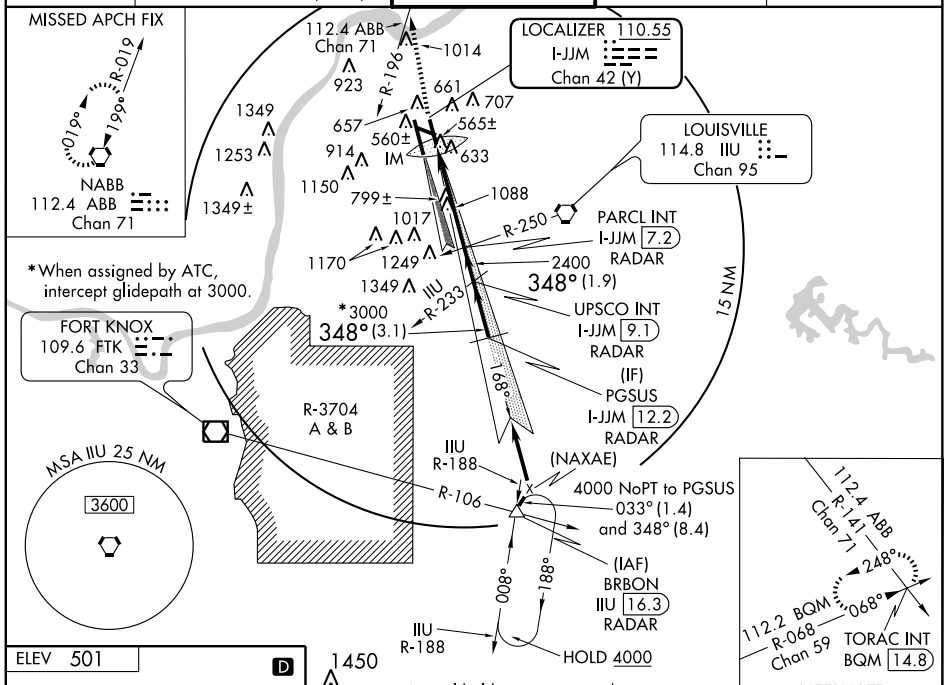
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

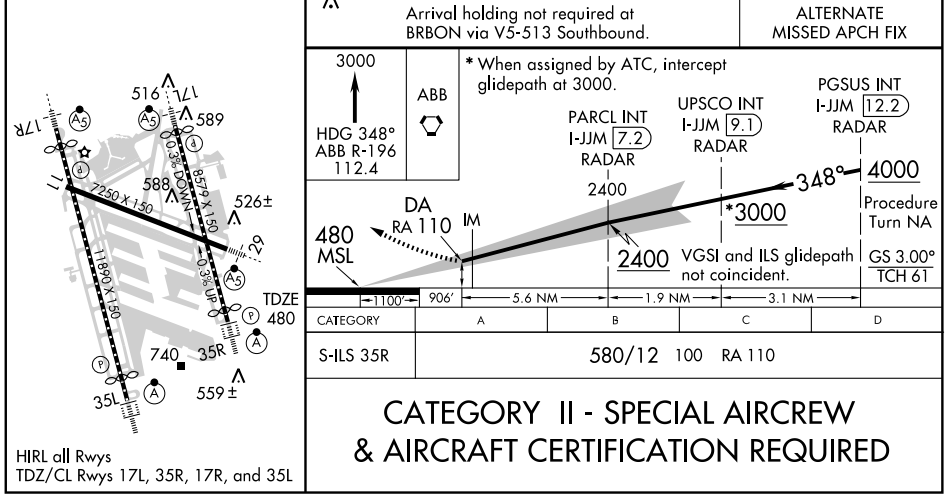
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-JJM	APP CRS	Rwy ldg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

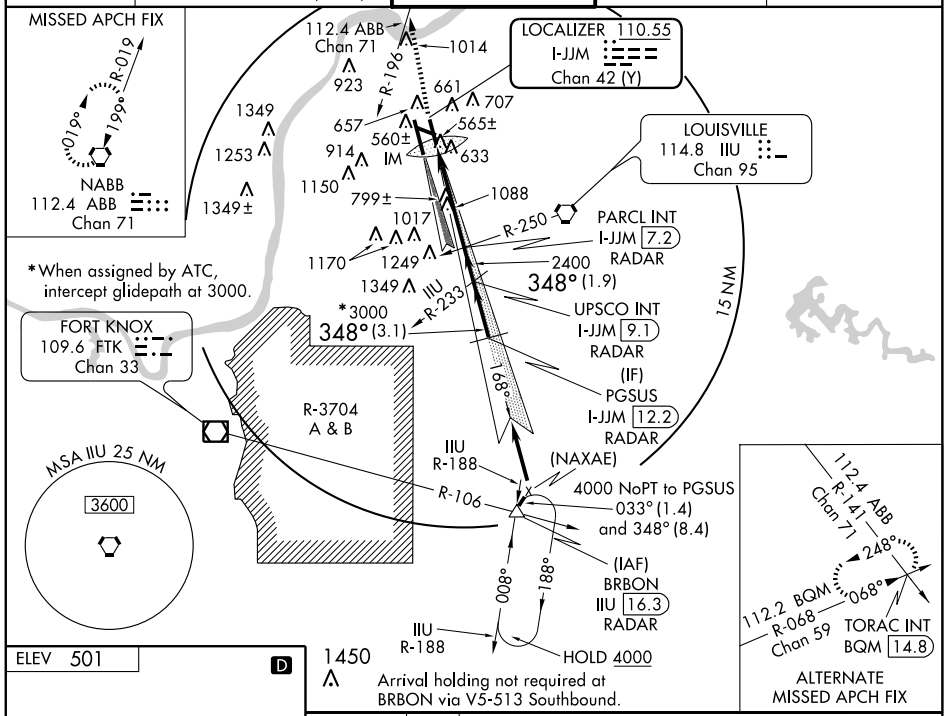
ILS RWY 35R (CAT III)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

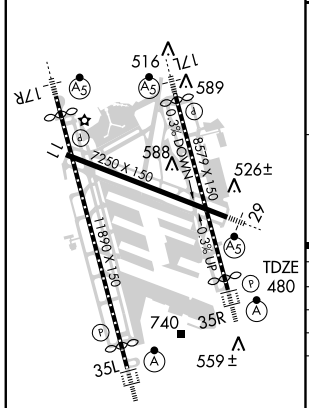
DME or RADAR REQUIRED.

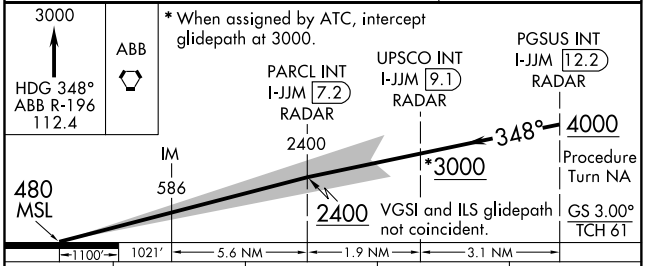
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY			
S-ILS 35R	CAT IIIa	RVR 07	
S-ILS 35R	CAT IIIb	RVR 06	
S-ILS 35R	CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-LKS	APP CRS	Rwy ldg	7250
109.1	294°	TDZE	481
		Apt Elev	500

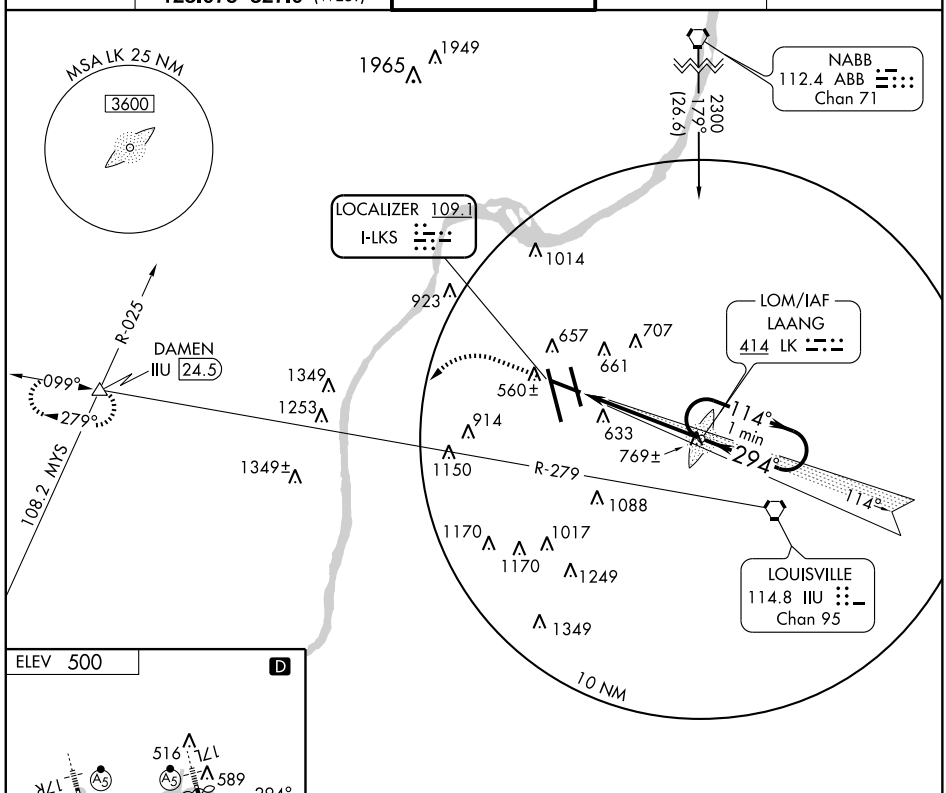
LOC RWY 29
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ADF Required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

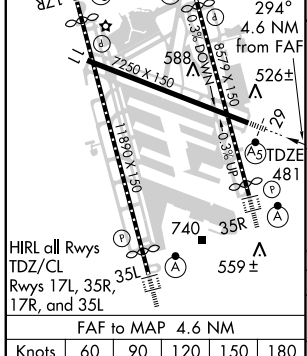
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

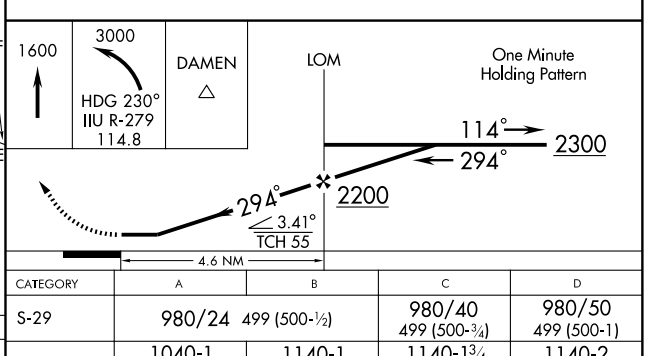


SE-1, 22 OCT 2009 to 19 NOV 2009

ELEV 500

D



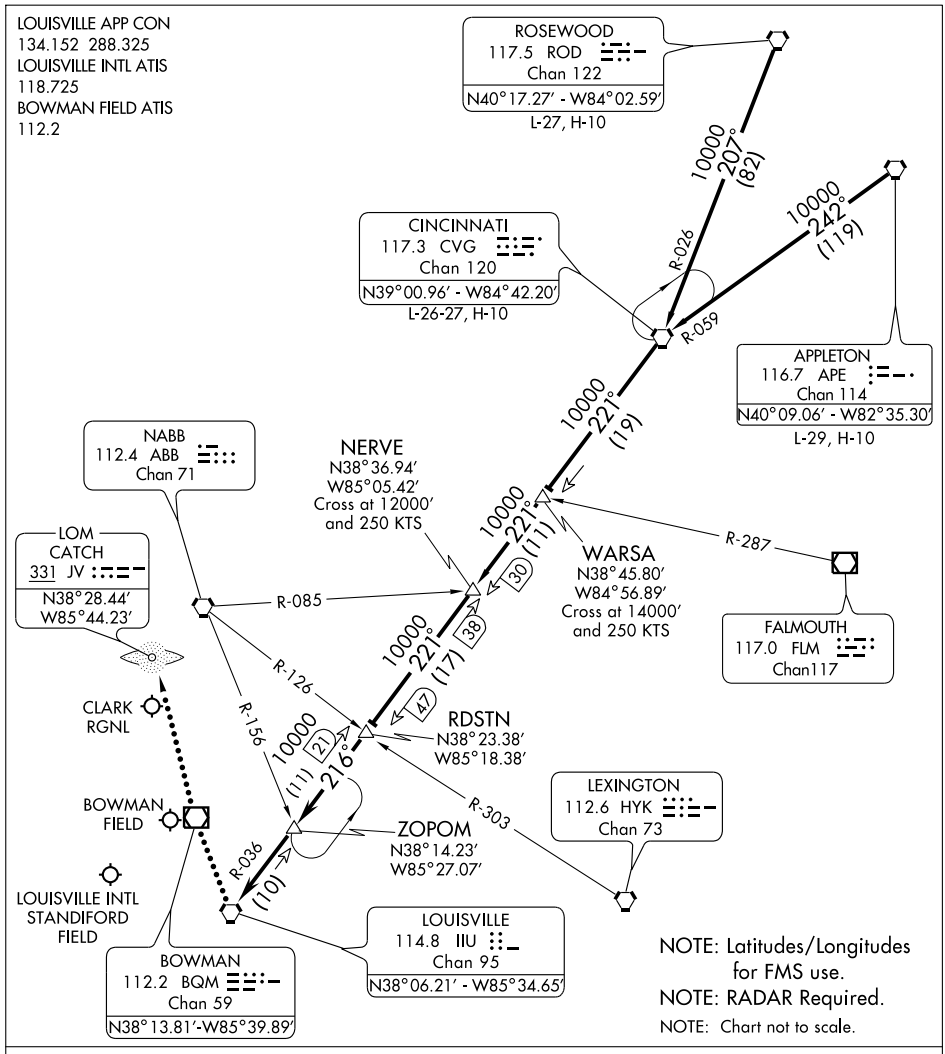


FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-29	980/24 499 (500-½)		980/40 499 (500-¾)	980/50 499 (500-1)
CIRCLING	1040-1 540 (600-1)	1140-1 640 (700-1)	1140-1¾ 640 (700-1¾)	1140-2 640 (700-2)

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000′), then via IIU R-036 to IIU VORTAC (MEA 10000′). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000′ until CATCH LOM.

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 90101 W17B	APP CRS 168°	Rwy ldg 7800 TDZE 499 Apt Elev 501

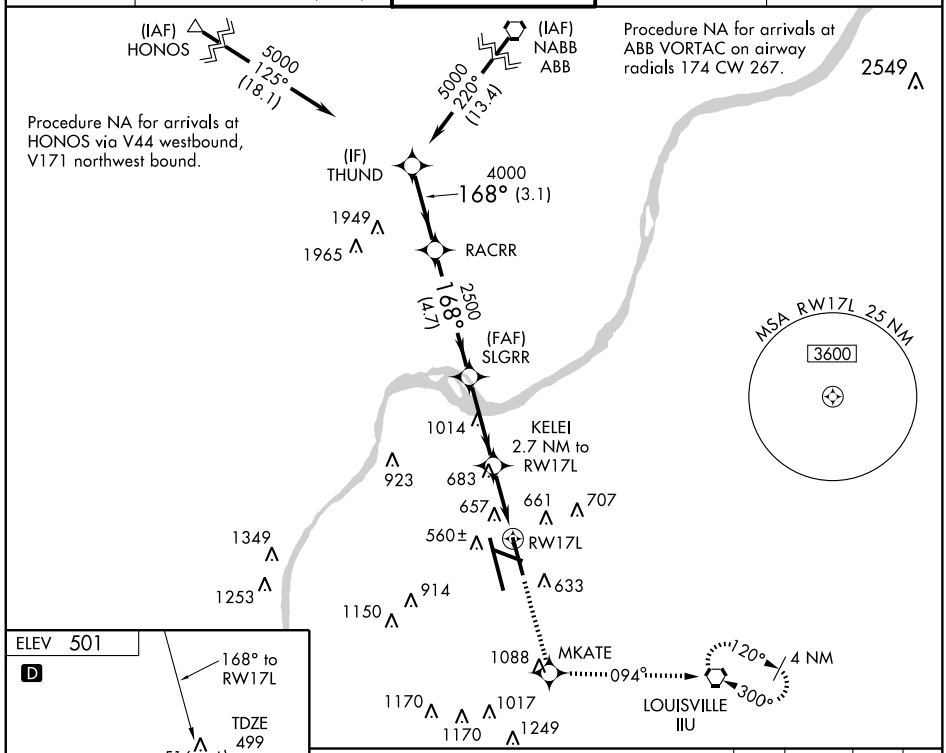
RNAV (GPS) RWY 17L
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

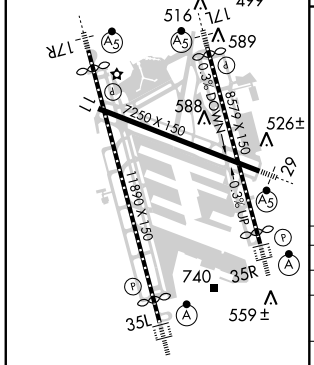
For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

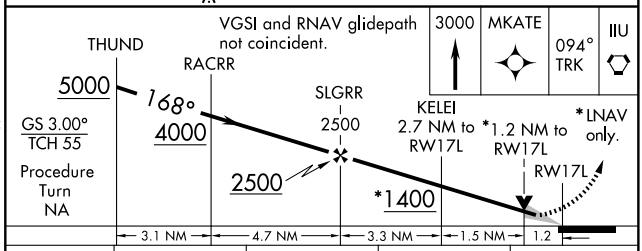
MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



CATEGORY	A	B	C	D
LPV DA	793/24 294 (300-½)			
LNAV/VNAV DA	943/50 444 (500-1)			
LNAV MDA	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 57909 W17A	APP CRS 168°	Rwy ldg 10000 TDZE 490 Apt Elev 501

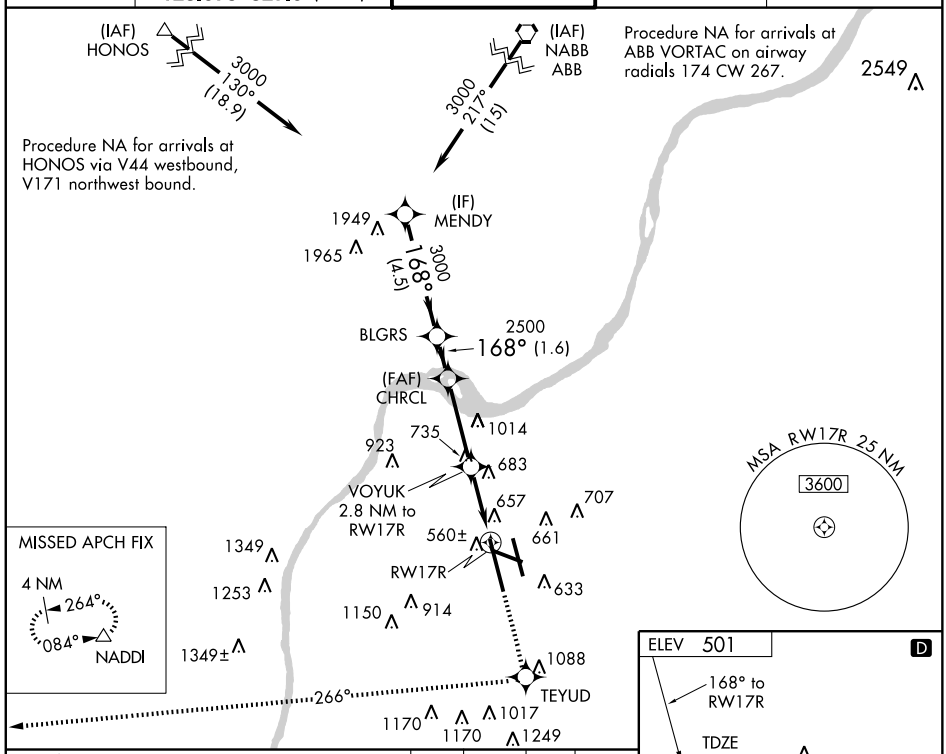
RNAV (GPS) RWY 17R
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

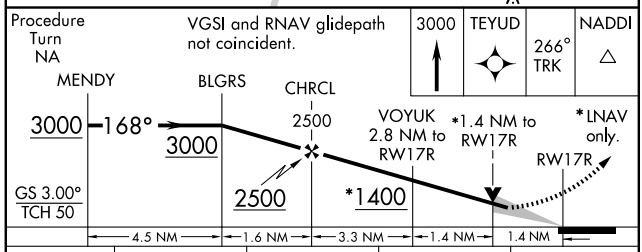
For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

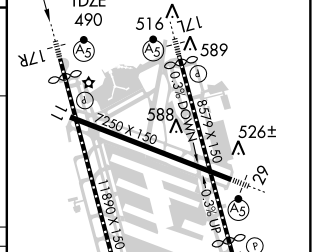
MALSR

MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

CATEGORY	A	B	C	D
LPV DA	755/24 265 (300-½)			
LNAV/VNAV DA	946/50 456 (500-1)			
LNAV MDA	1000/24 510 (500-½)		1000/50 510 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 81801 W29A	APP CRS 294°	Rwy ldg 7250 TDZE 480 Apt Elev 501

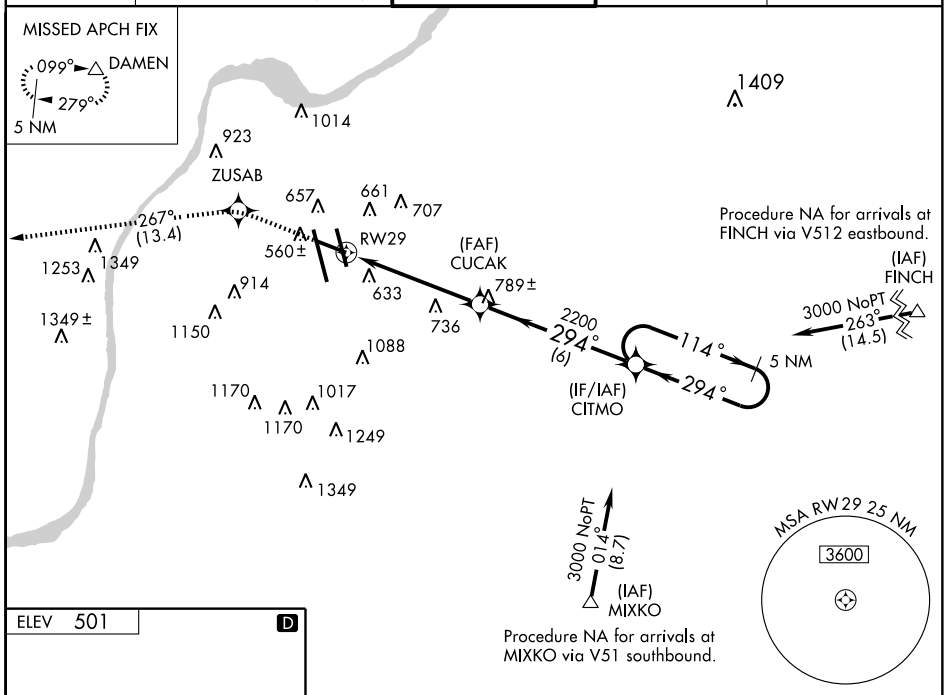
RNAV (GPS) RWY 29
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

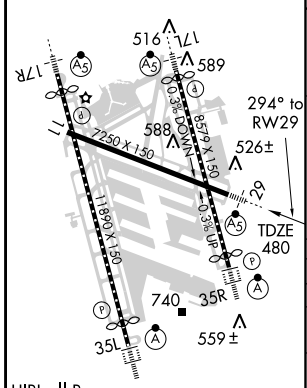
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
If local altimeter setting not received, use Bowman Field altimeter setting.
Baro-VNAV NA when using Bowman Field altimeter setting.
For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

MALSR

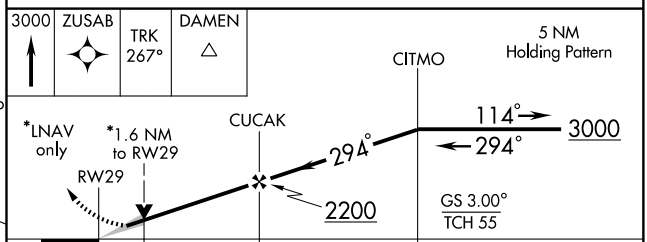
MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



CATEGORY	A	B	C	D
LPV DA	773/24 293 (300-½)			
LNAV/VNAV DA	917/50 437 (500-1)			
LNAV MDA	1040/24 560 (600-½)		1040/50 560 (600-1)	1040/60 560 (600-1¼)
CIRCLING	1040-1½ 539 (600-1½)	1160-1½ 659 (700-1½)	1160-1¾ 659 (700-1¾)	1180-2¼ 679 (700-2¼)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 70709 W35D	APP CRS 348°	Rwy ldg 7800 TDZE 480 Apt Elev 501

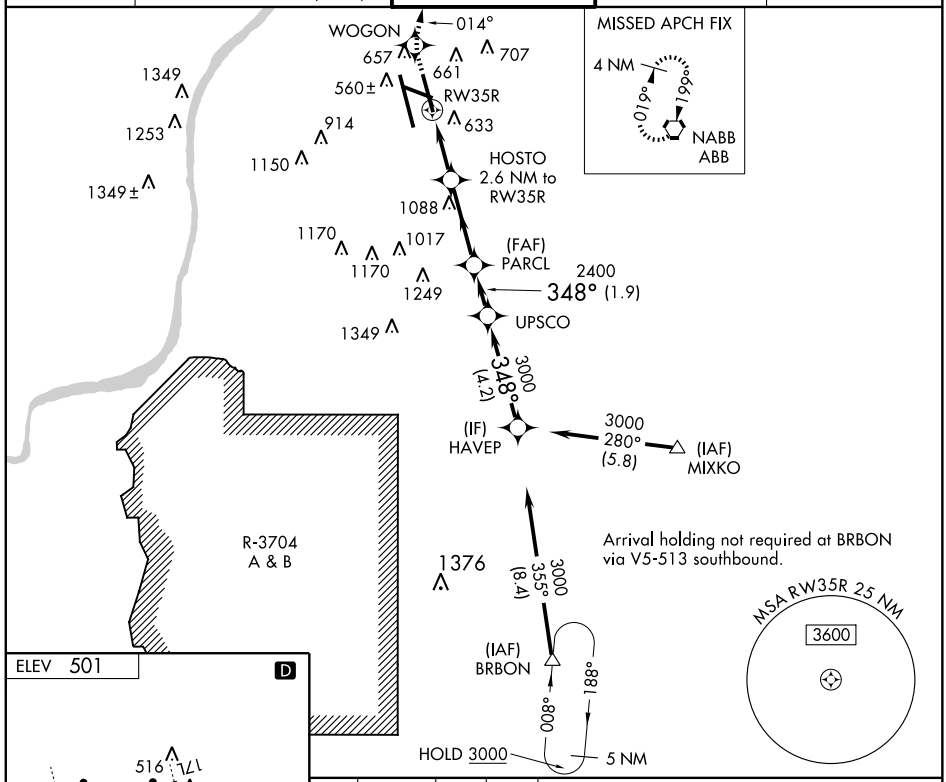
RNAV (GPS) RWY 35R
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

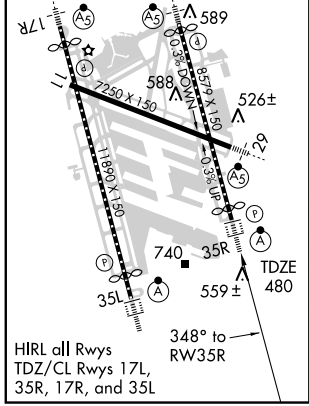
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

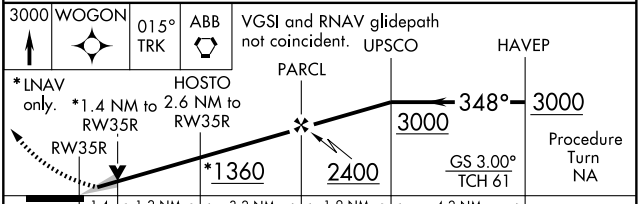
ALSF-2

MISSED APPROACH: Climb to 3000 direct WOGON and via 015° track to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	680/18 200 (200-½)			
LNAV/VNAV DA	990/60 510 (500-1¼)			
LNAV MDA	1000/24 520 (500-½)		1000/50 520 (500-1)	1000/60 520 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 86203 W35A	APP CRS 348°	Rwy ldg 10000 TDZE 464 Apt Elev 501

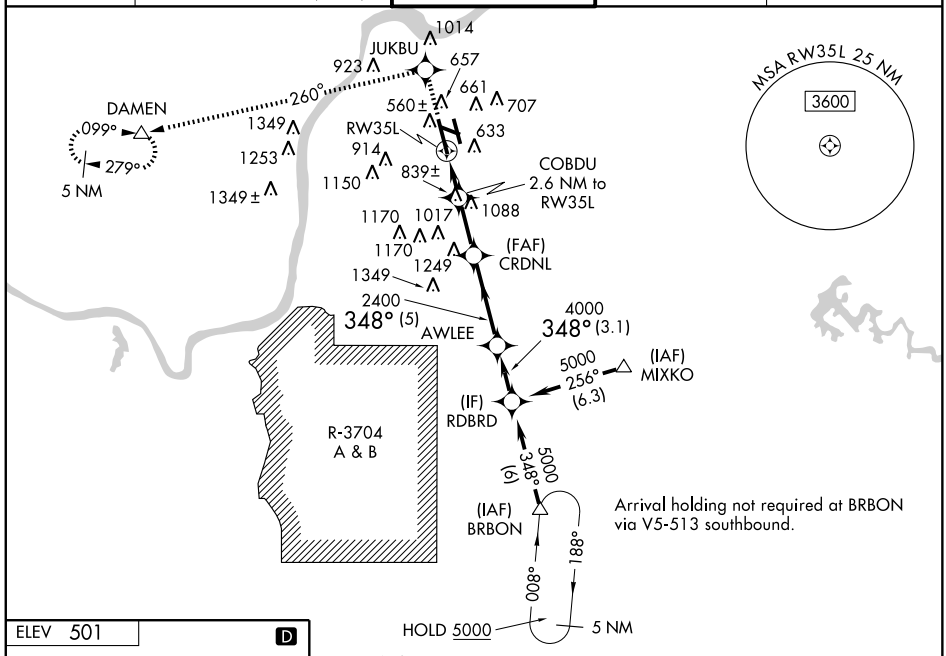
RNAV (GPS) Y RWY 35L
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

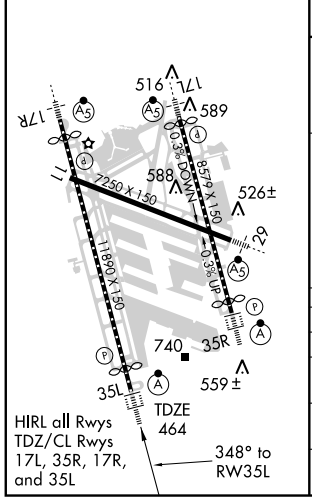
ALSF-2

MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.

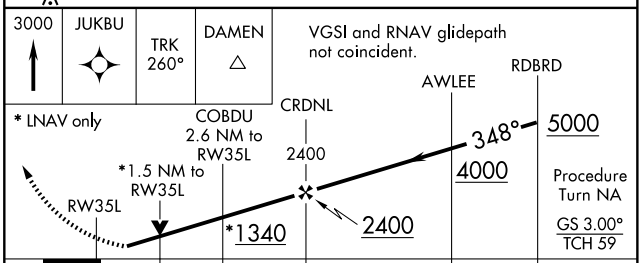
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



Arrival holding not required at BRBON via V5-513 southbound.



HIRL all Rwys
TDZ/CL Rwys
17L, 35R, 17R,
and 35L



CATEGORY	A	B	C	D
LPV DA	714/24 250 (300-½)			
LNAV/VNAV DA	1648-5 1184 (1200-5)			
LNAV MDA	1000/24 536 (500-½)		1000/50 536 (500-1)	1000/60 536 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

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APP CRS	Rwy ldg	10000
348°	TDZE	464
	Apt Elev	501

RNAV (RNP) Z RWY 35L
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

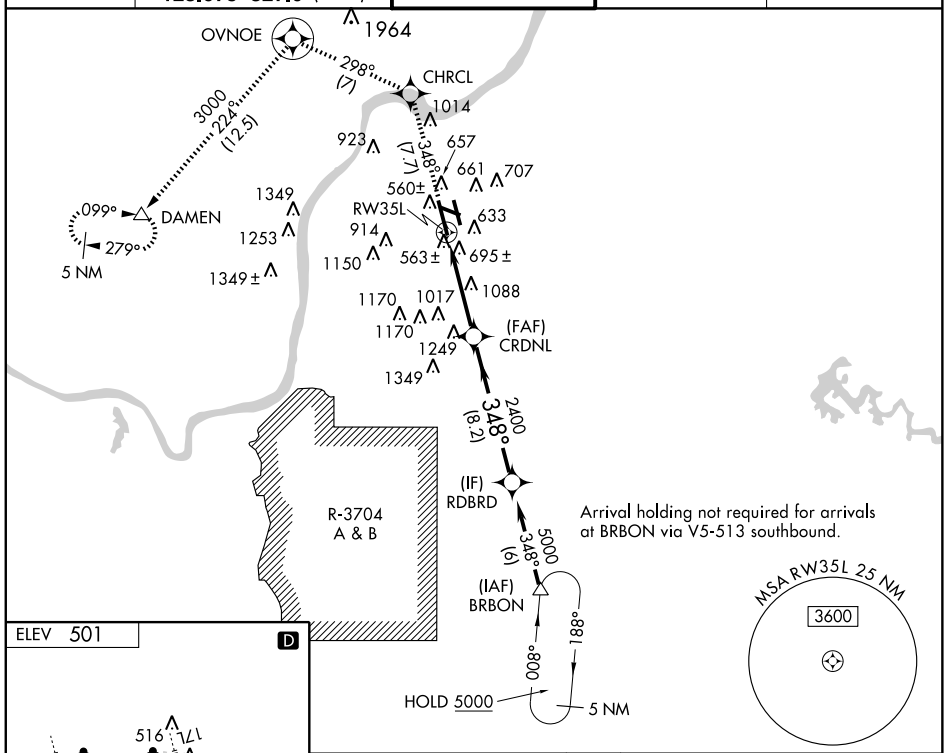
GPS Required. For inoperative ALSF-2, increase RNP 0.16 all Cats. visibility to 1½ miles, RNP 0.30 all Cats. visibility to 2 miles. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F).

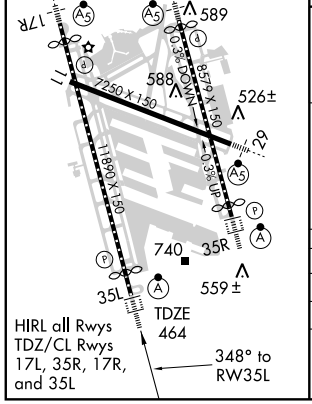
NA

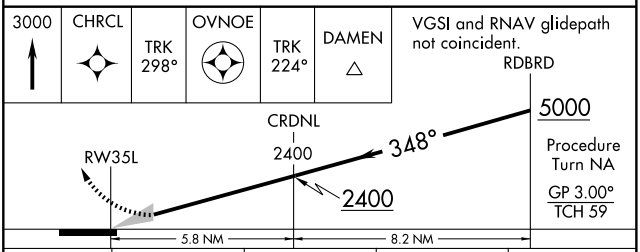
ALSF-2

MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
RNP 0.16 DA	905/50 441 (500-1)			
RNP 0.30 DA	1057-1½ 593 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

WAAS CH 82512 W05A	APP CRS 054°	Rwy ldg 6050 TDZE 439 Apt Elev 439

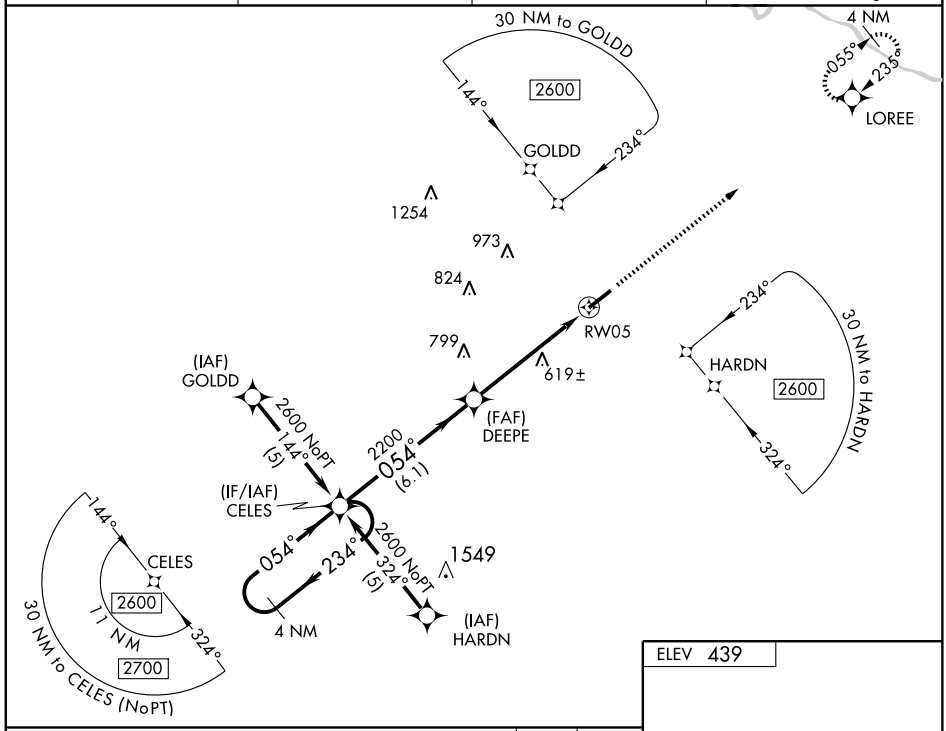
RNAV (GPS) RWY 5
MADISONVILLE MUNI (2I0)

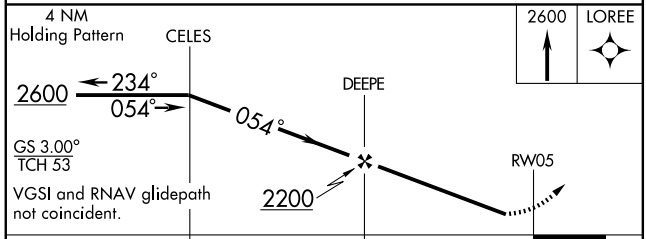
T NA

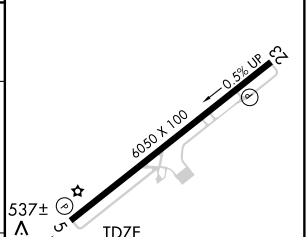
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	775-1¼ 336 (400-1¼)			
LNAV/VNAV DA	807-1¼ 368 (400-1¼)			
LNAV MDA	880-1 441 (500-1)		880-1¼ 441 (500-1¼)	880-1½ 441 (500-1½)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 77911 W23A	APP CRS 235°	Rwy ldg 6050 TDZE 418 Apt Elev 439

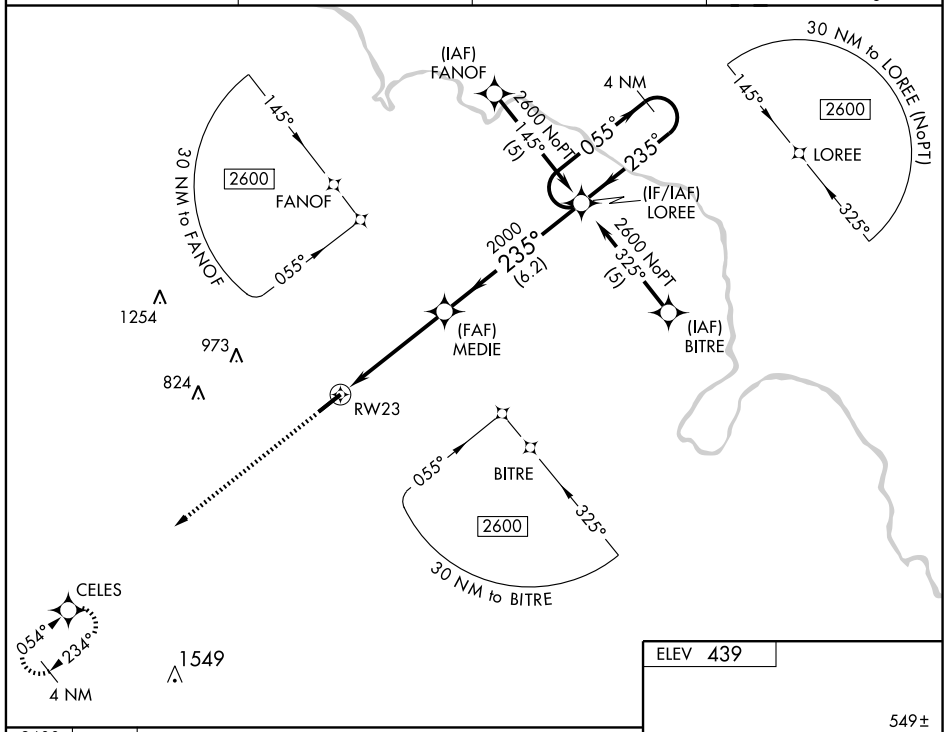
RNAV (GPS) RWY 23
MADISONVILLE MUNI (2I0)

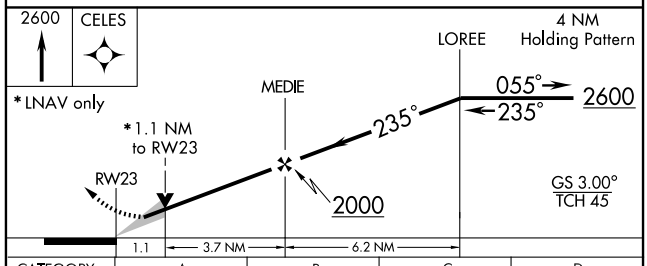
NA

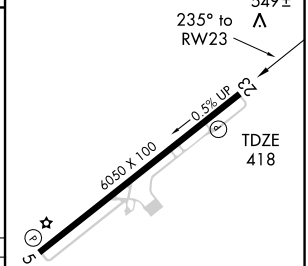
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility ¼ mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct CELES and hold.

AWOS-3	EVANSVILLE APP CON *	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	740-1¼ 322 (400-1¼)			
LNAV/VNAV DA	819-1½ 401 (400-1½)			
LNAV MDA	800-1 382 (400-1)			800-1¼ 382 (400-1¼)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC CCT	APP CRS	Rwy ldg	6050
109.8	259°	TDZE	418
Chan 35		Apt Elev	439

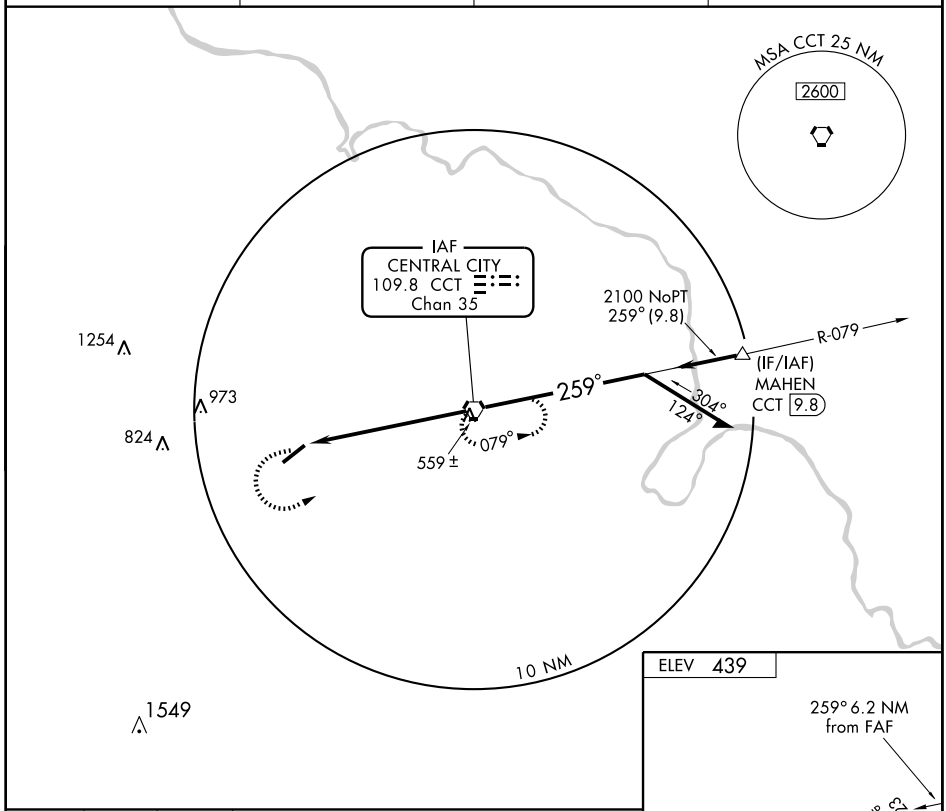
VOR RWY 23
MADISONVILLE MUNI (2I0)

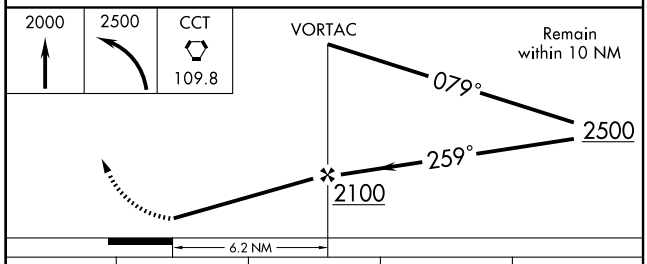
T A NA

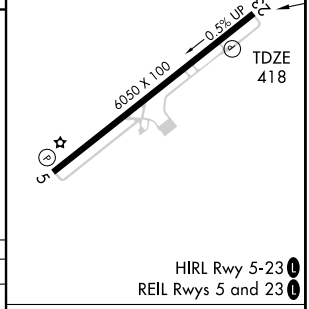
Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	820-1 402 (400-1)		820-1¼ 402 (400-1¼)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

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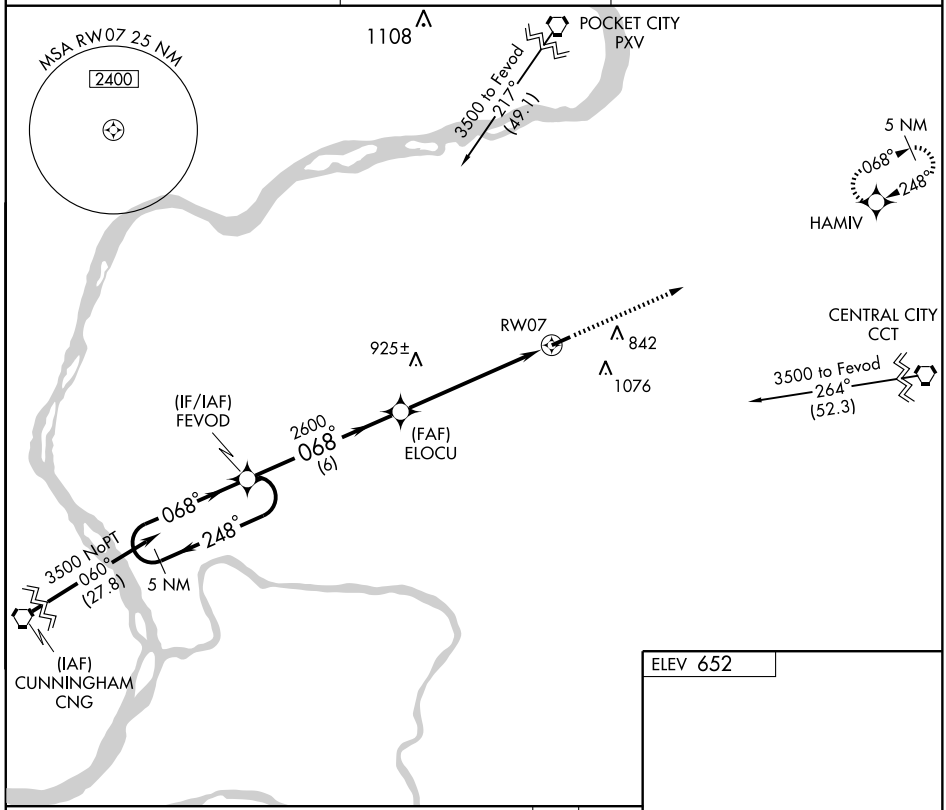
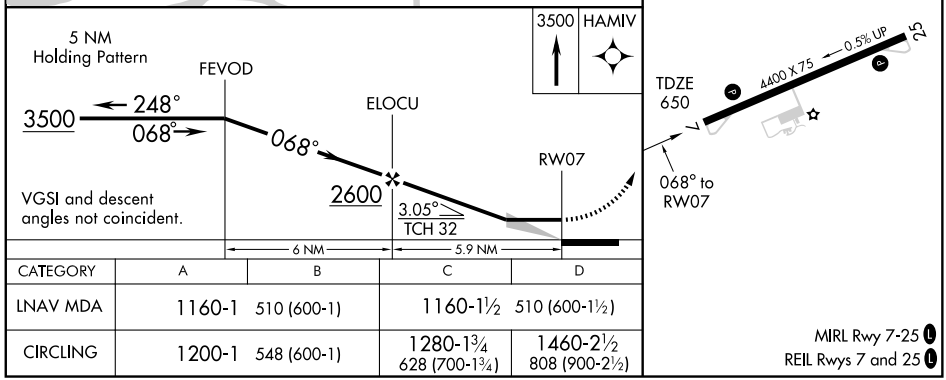
APP CRS	Rwy ldg	4400
068°	TDZE	650
	Apt Elev	652

RNAV (GPS) RWY 7
MARION-CRITTENDEN COUNTY (5M9)

⚠ NA	DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.
	MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 510 (600-1)		1160-1½ 510 (600-1½)	
CIRCLING	1200-1 548 (600-1)		1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4400
248°	TDZE	643
	Apt Elev	652

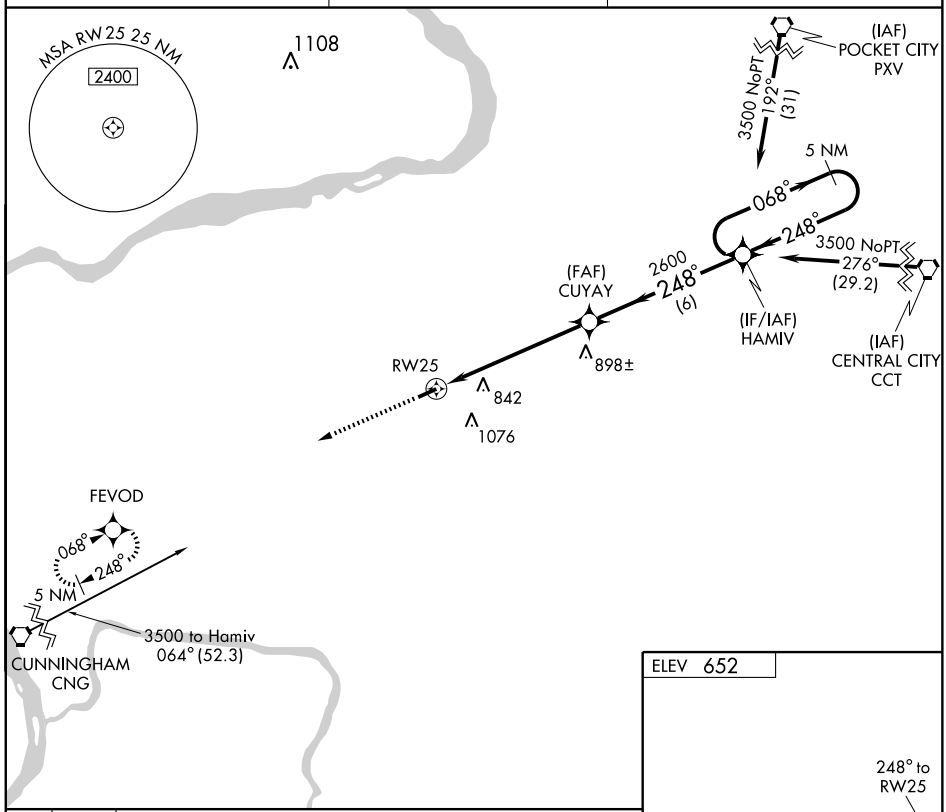
RNAV (GPS) RWY 25
MARION-CRITTENDEN COUNTY (5M9)

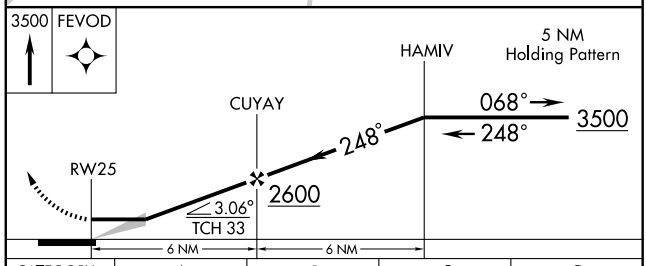
NA

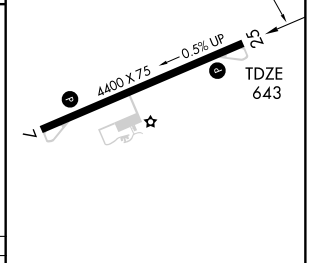
DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 577 (600-1)		1220-1½ 577 (600-1½)	1220-1¾ 577 (600-1¾)
CIRCLING	1220-1 568 (600-1)		1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5001
004°	TDZE	522
	Apt Elev	522

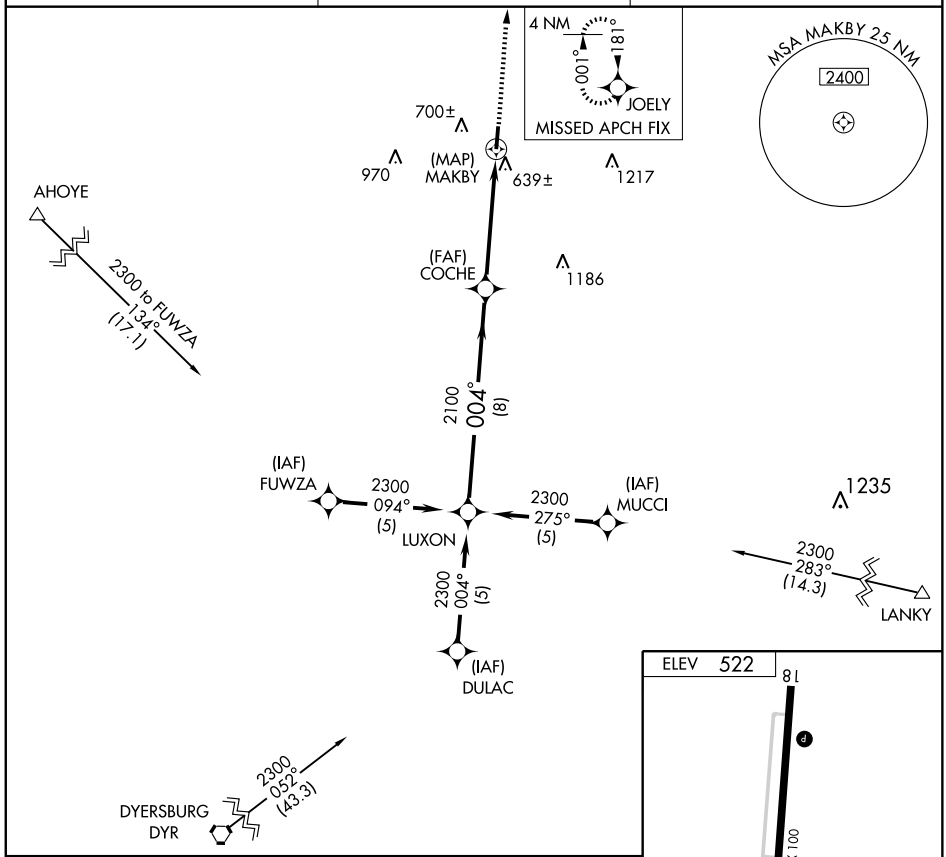
GPS RWY 36
MAYFIELD GRAVES COUNTY (M25)

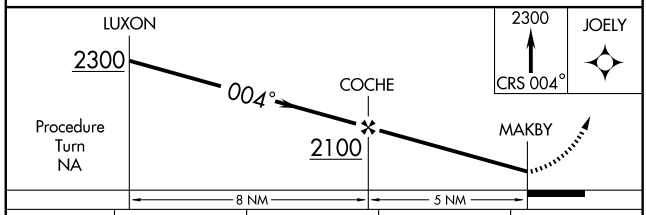
If local altimeter setting not received, use Paducah altimeter setting and increase all MDAs 60 feet.

NA

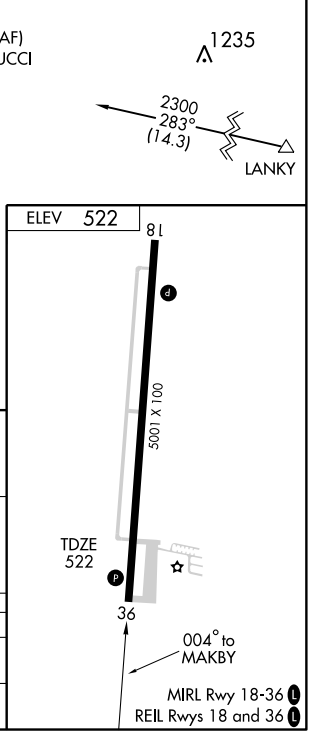
MISSED APPROACH: Climb to 2300 via 004° course to JOELY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	900-1 378 (400-1)			900-1¼ 378 (400-1¼)
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1080-2 558 (600-2)



NDB GGK	APP CRS	Rwy ldg	5001
401	004°	TDZE	522
		Apt Elev	522

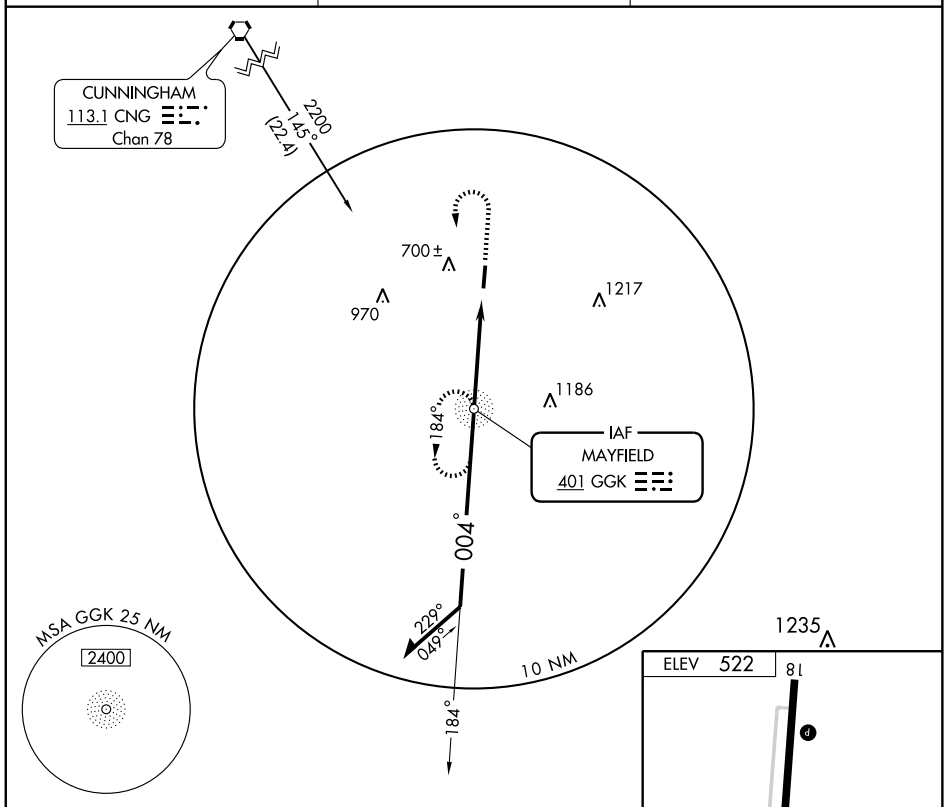
NDB RWY 36

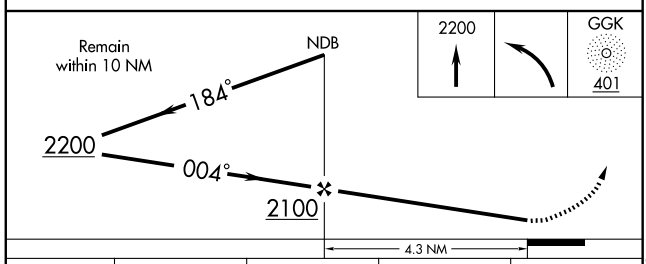
MAYFIELD GRAVES COUNTY (M25)

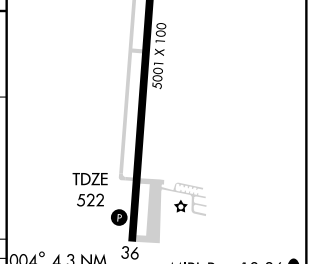
▼ ▲ NA — If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2200 then left turn direct GGK NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1060-1¾ 538 (600-1¾)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC CNG	APP CRS	Rwy ldg	N/A
113.1	137°	TDZE	N/A
Chan 78		Apt Elev	522

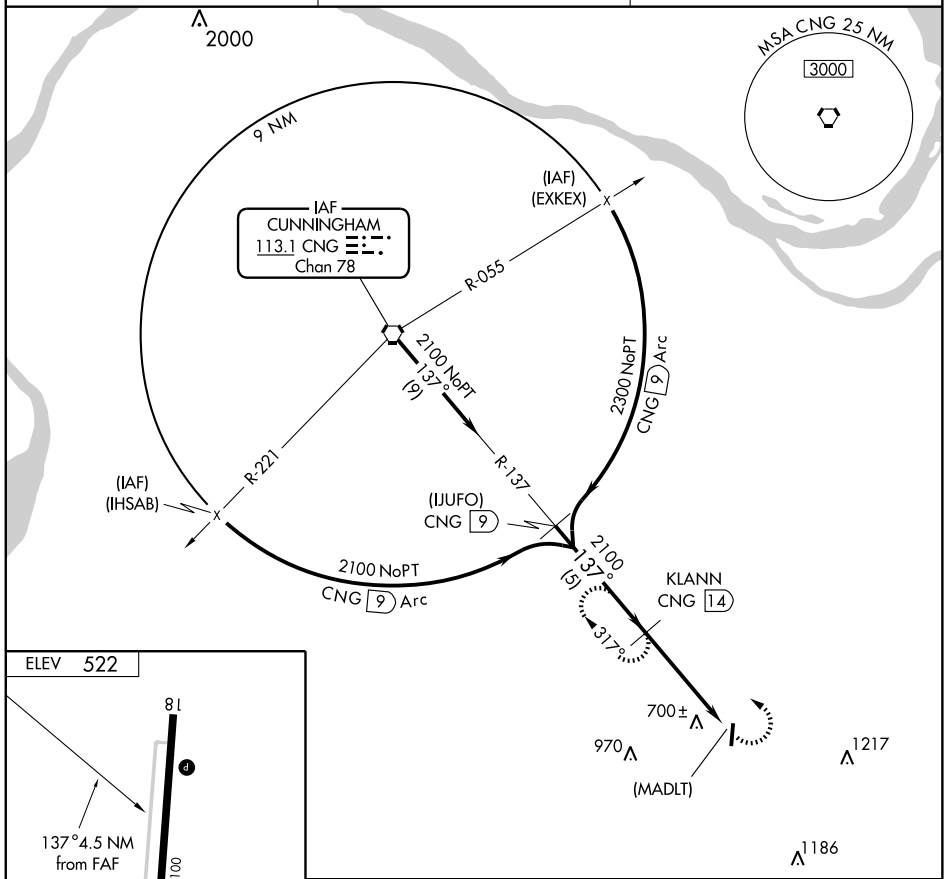
VOR/DME or GPS-A

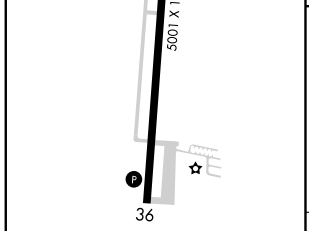
MAYFIELD GRAVES COUNTY (M25)

If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

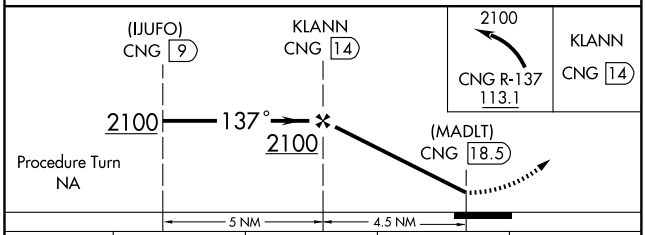
MISSED APPROACH: Climbing left turn to 2100 via CNG R-137 to KLANN 14 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1080-2 558 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

MAYFIELD, KENTUCKY

AL-6223 (FAA)

VORTAC CNG	APP CRS	Rwy ldg	5001
113.1	181°	TDZE	520
Chan 78		Apt Elev	522

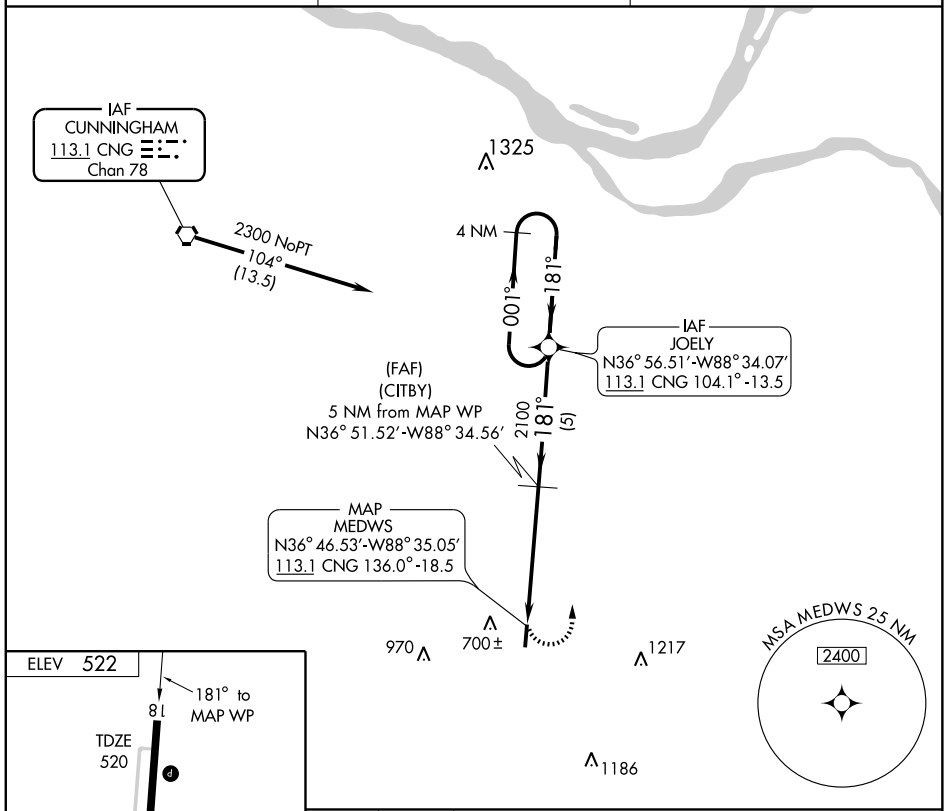
VOR/DME RNAV or GPS RWY 18

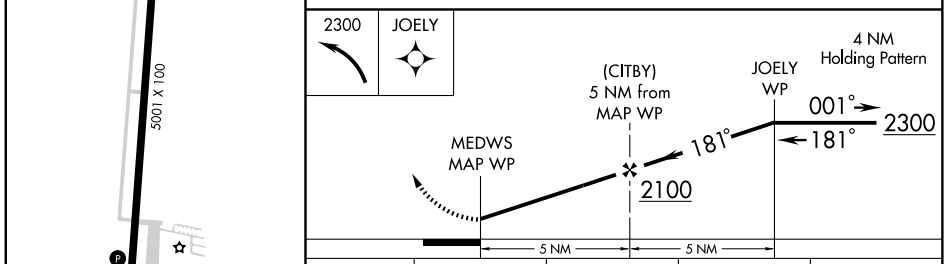
MAYFIELD GRAVES COUNTY (M25)

NA — If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2300 direct JOELY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1000-1	480 (500-1)	1000-1¼ 480 (500-1¼)	1000-1½ 480 (500-1½)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	NA
224°	TDZE	NA
	Apt Elev	1153

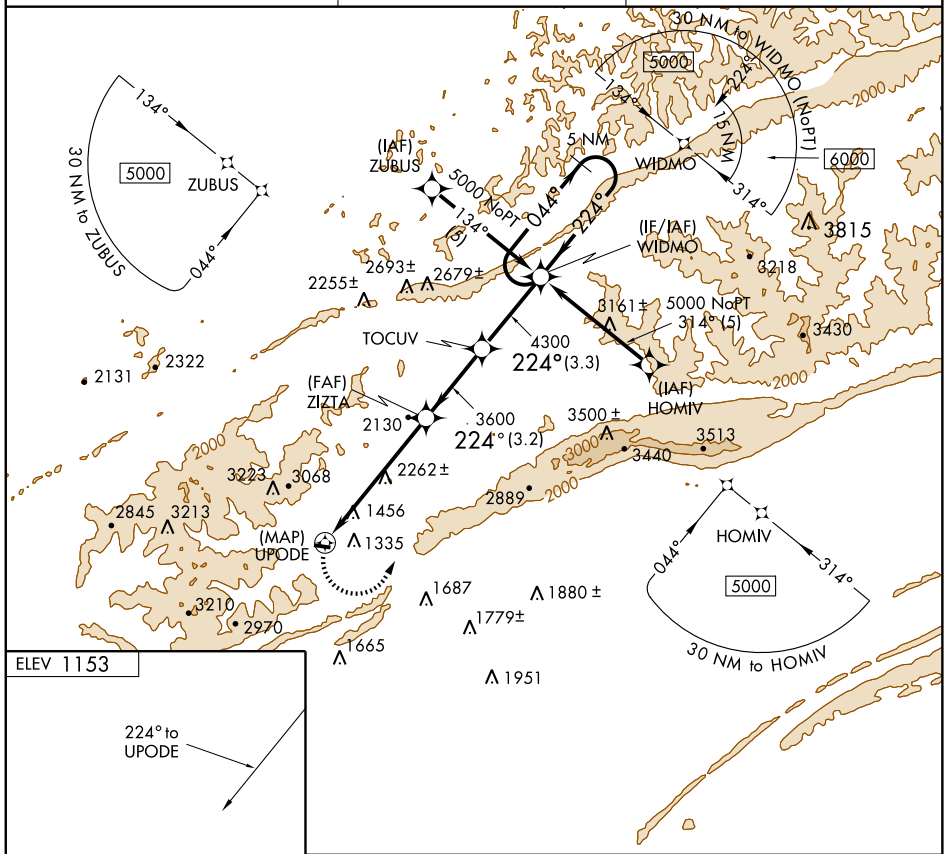
RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

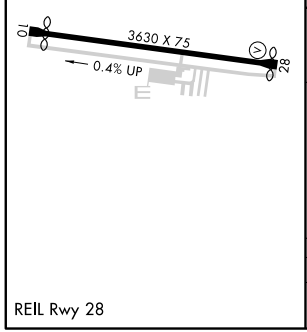
If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

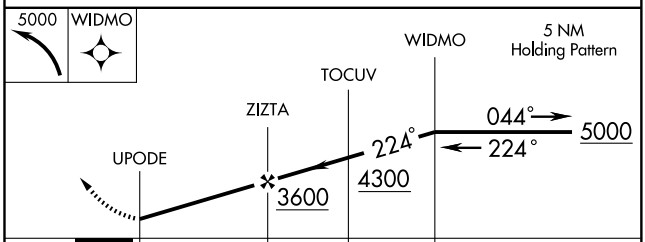
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.625 371.925	122.8 (CTAF)



ELEV 1153



REIL Rwy 28



CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1667 (1700-1¼)	2880-1½ 1727 (1800-1½)	NA	

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4000
039°	TDZE	962
	Apt Elev	963

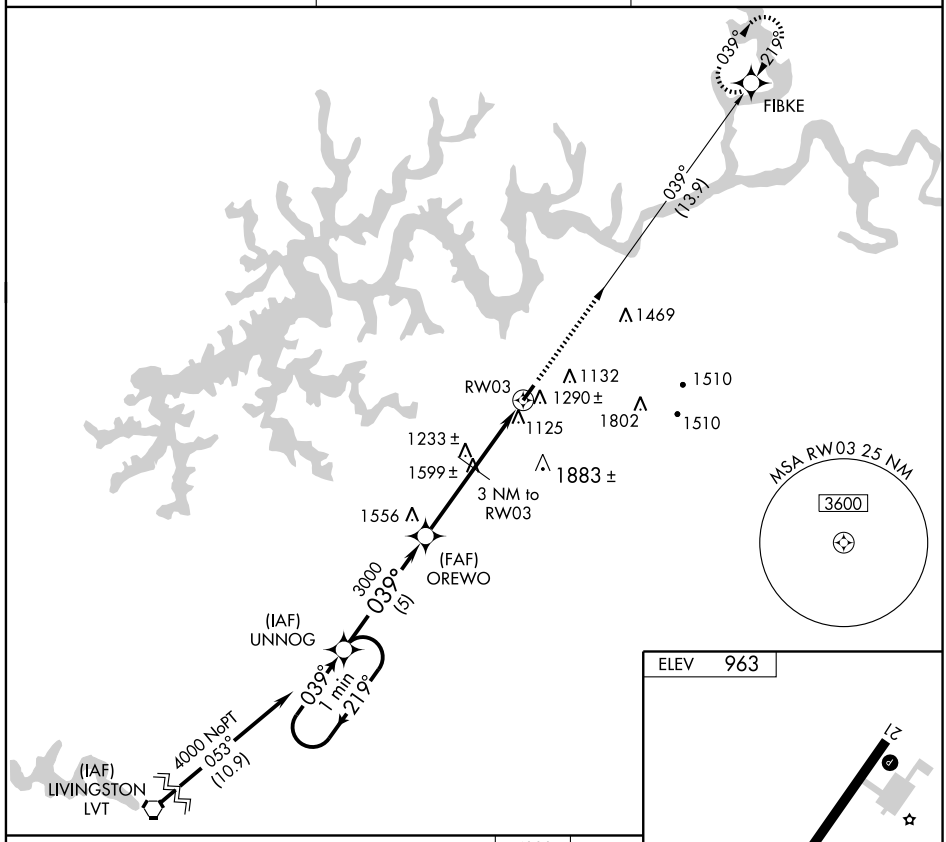
GPS RWY 3

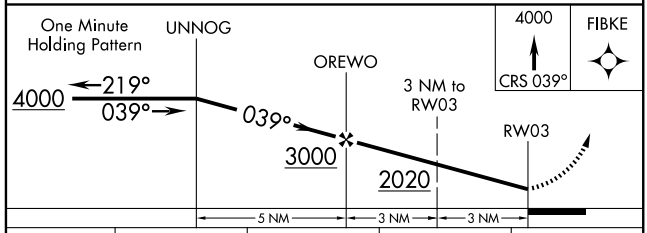
MONTICELLO/ WAYNE COUNTY (EKQ)

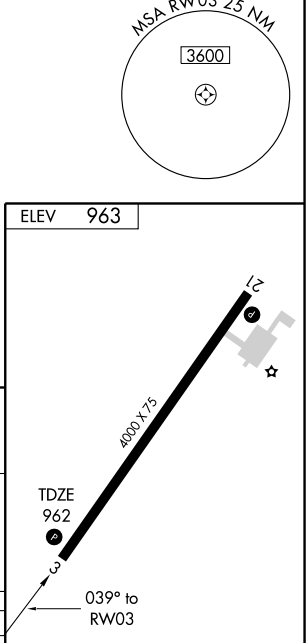
NA — Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 039° course to FIBKE WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1580-1 618 (700-1)		1580-1¾ 618 (700-1¾)	1580-2 618 (700-2)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4000
219°	TDZE	963
	Apt Elev	963

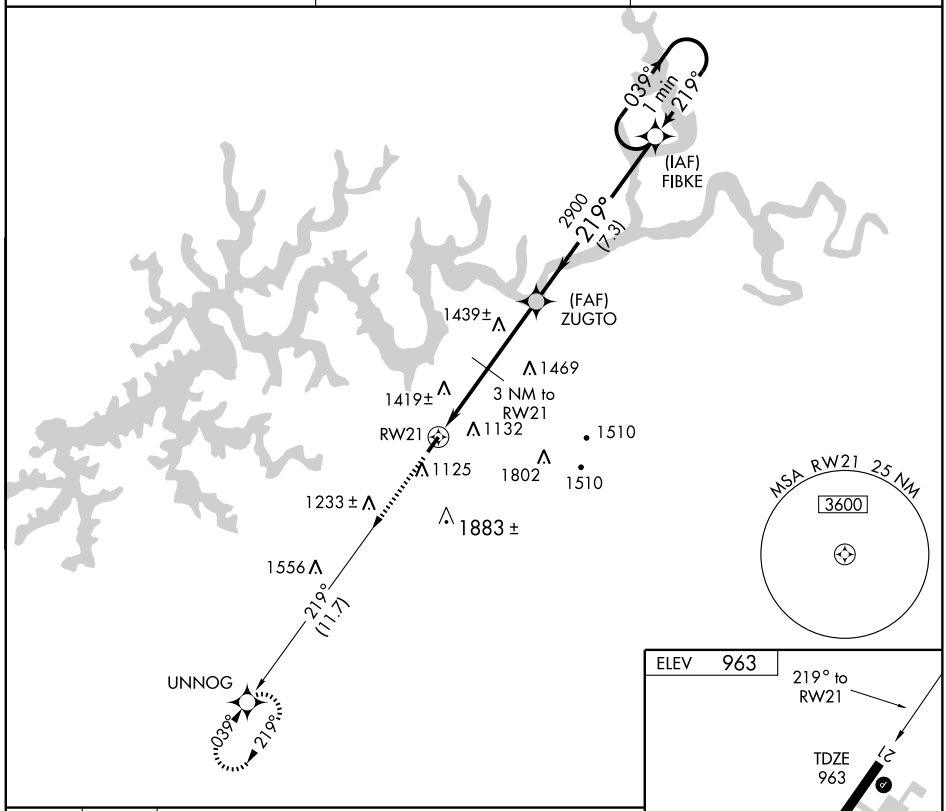
GPS RWY 21

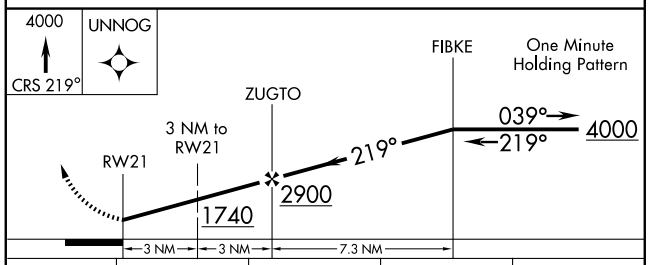
MONTICELLO/ WAYNE COUNTY (EKQ)

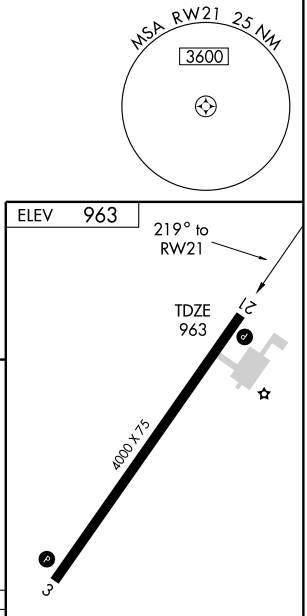
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1680-1 717 (800-1)		1680-2 717 (800-2)	1680-2¼ 717 (800-2¼)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1. 22 OCT 2009 to 19 NOV 2009

MOREHEAD, KENTUCKY

AL-10359 (FAA)

WAAS CH **86909** **W02A**	APP CRS **026°**	Rwy ldg **5500** TDZE **1028** Apt Elev **1028**

RNAV (GPS) RWY 2

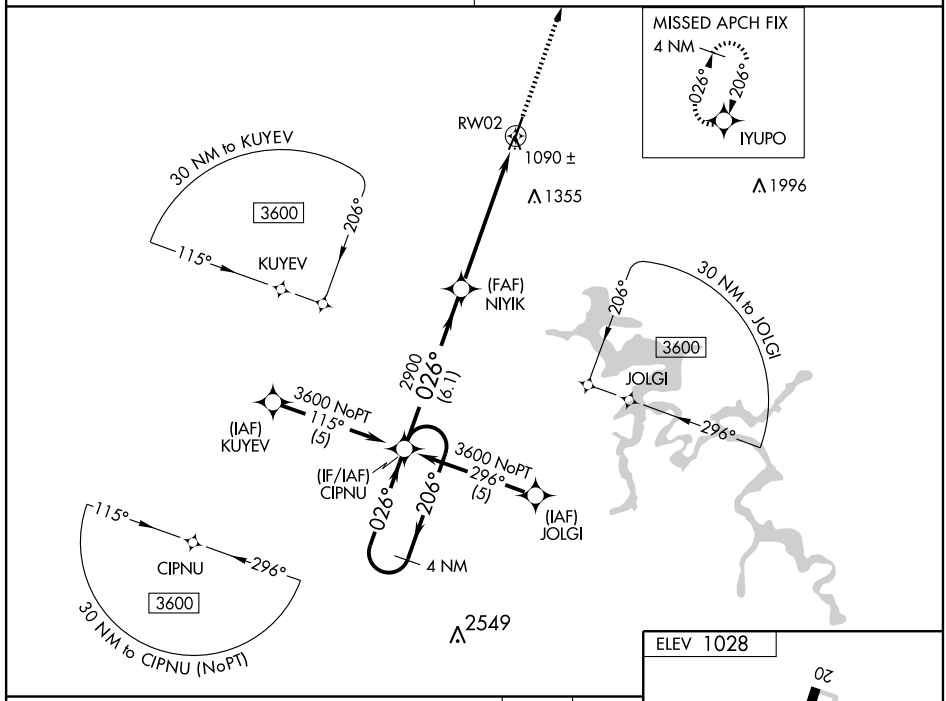
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

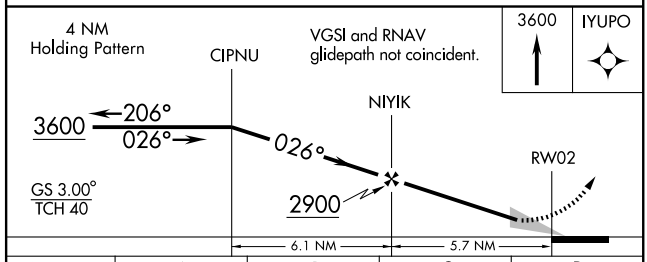
T NA

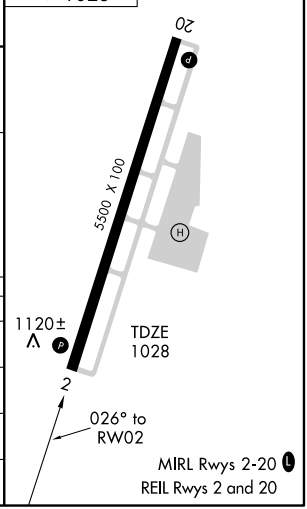
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1328-1 300 (300-1)			
LNAV/VNAV DA	1410-1¼ 382 (400-1¼)			
LNAV MDA	1420-1 392 (400-1)			1420-1¼ 392 (400-1¼)
CIRCLING	1480-1 452 (500-1)		1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 78209 W20A	APP CRS 206°	Rwy ldg 5500 TDZE 1020 Apt Elev 1028

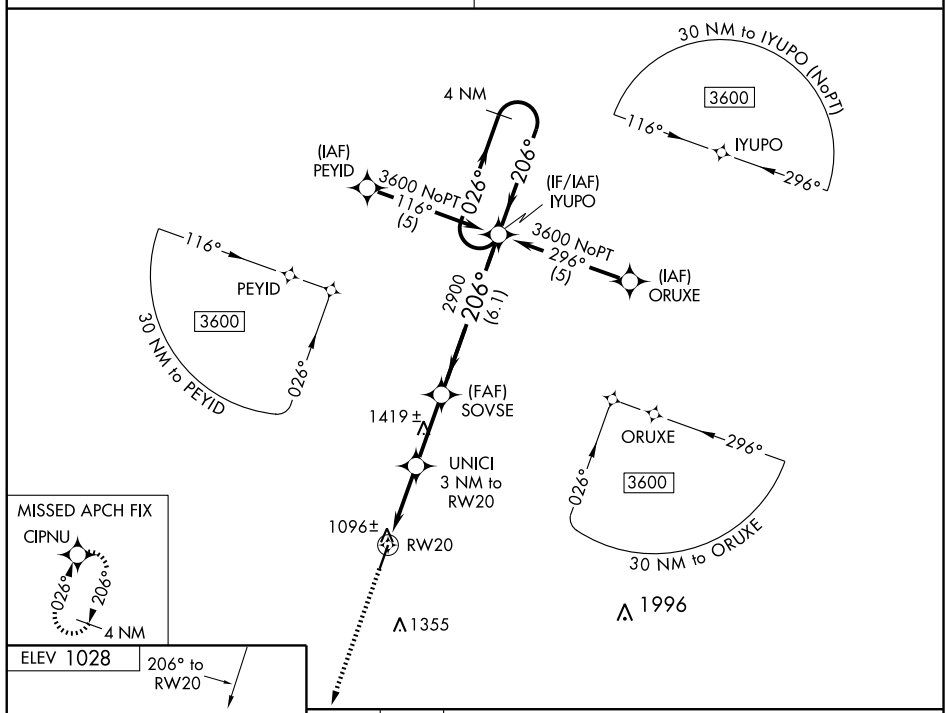
RNAV (GPS) RWY 20
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.

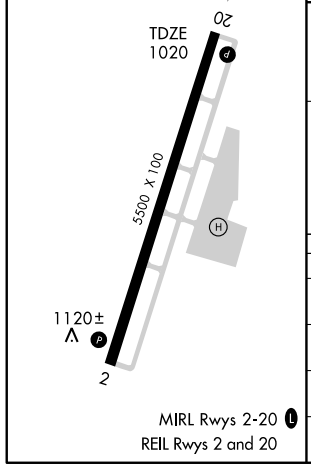
MISSED APPROACH: Climb to 3600 direct CIPNU and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	122.8 (CTAF) L

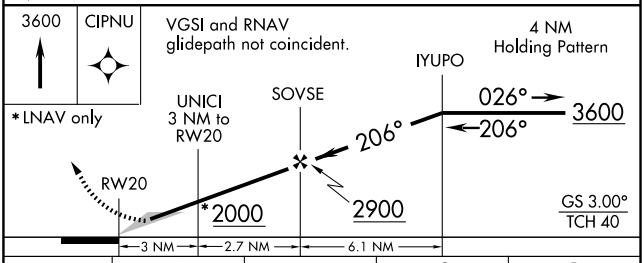


MISSED APCH FIX

ELEV 1028



MIRL Rwys 2-20 L
REIL Rwys 2 and 20



CATEGORY	A	B	C	D
LPV DA	1387-1¼ 367 (400-1¼)			
LNAV/VNAV DA	1416-1½ 396 (400-1½)			
LNAV MDA	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1480-1 452 (500-1)		1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

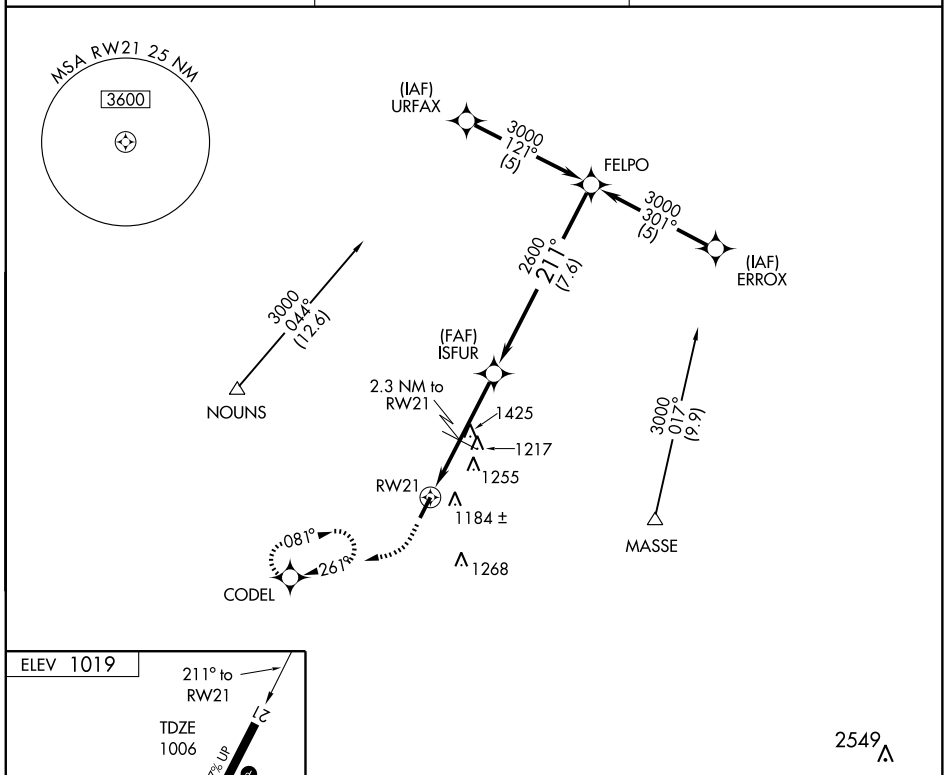
APP CRS	Rwy ldg	5002
211°	TDZE	1006
	Apt Elev	1019

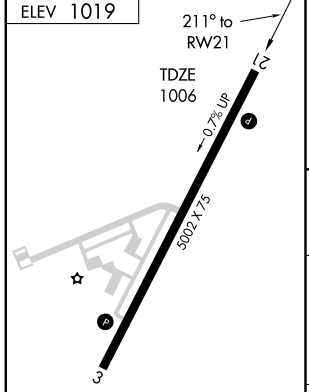
GPS RWY 21
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

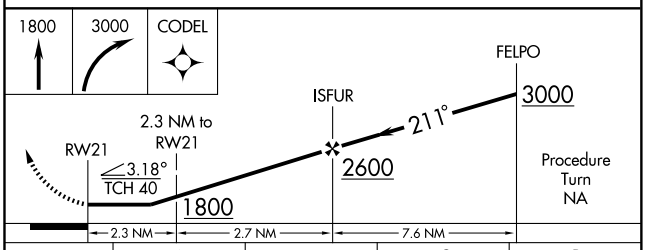
NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1460-1 454 (500-1)		1460-1¼ 454 (500-1¼)	1460-1½ 454 (500-1½)
CIRCLING	1540-1 521 (600-1)		1540-1½ 521 (600-1½)	1580-2 561 (600-2)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1. 22 OCT 2009 to 19 NOV 2009

NDB IOB	APP CRS	Rwy ldg	5002
210	018°	TDZE	1020
		Apt Elev	1019

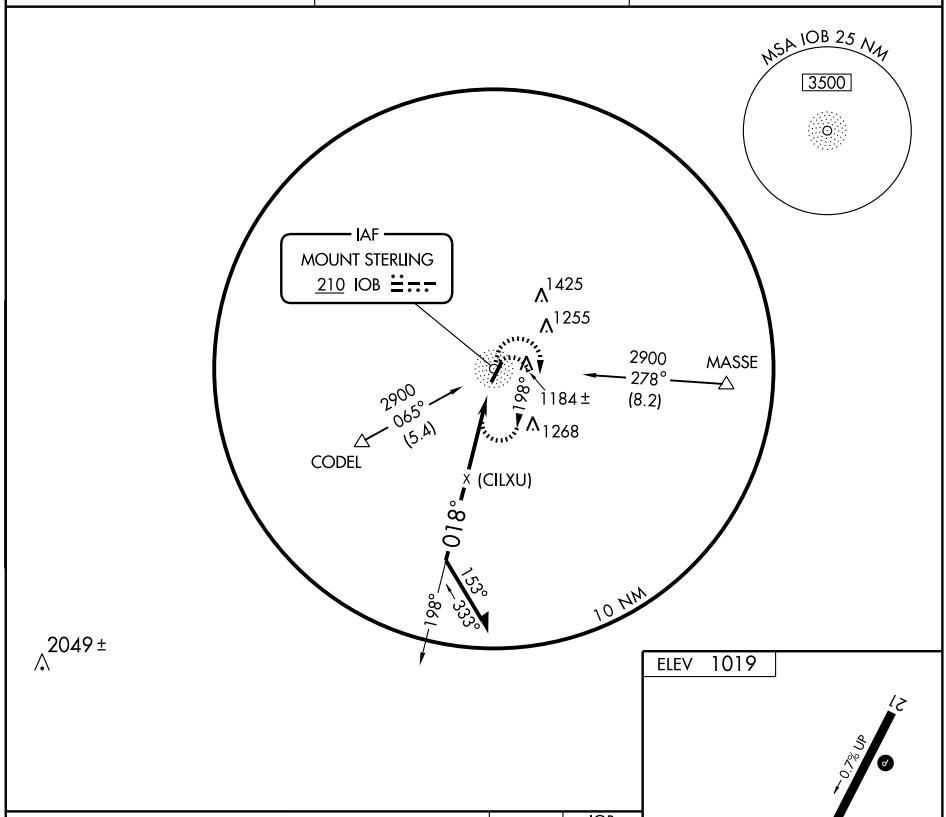
NDB or GPS RWY 3

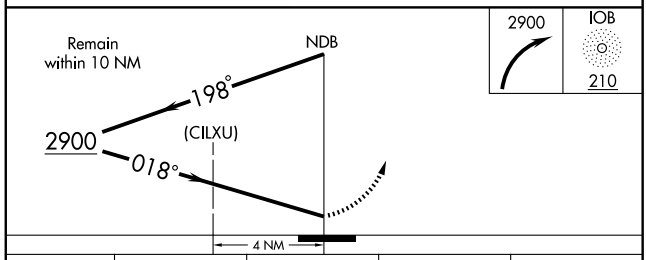
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

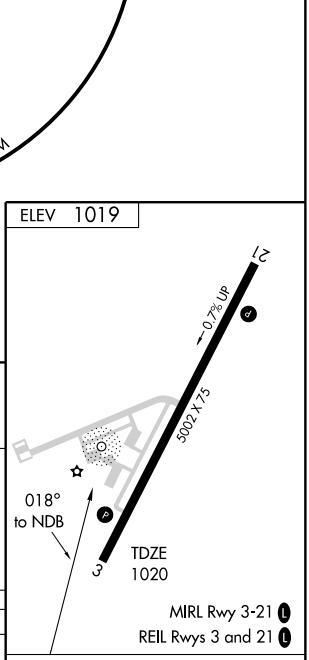
NA

MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-3	1660-1	640 (700-1)	1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)
CIRCLING	1660-1	640 (700-1)	1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

NDB IOB	APP CRS	Rwy ldg	5002
210	221°	TDZE	1007
		Apt Elev	1019

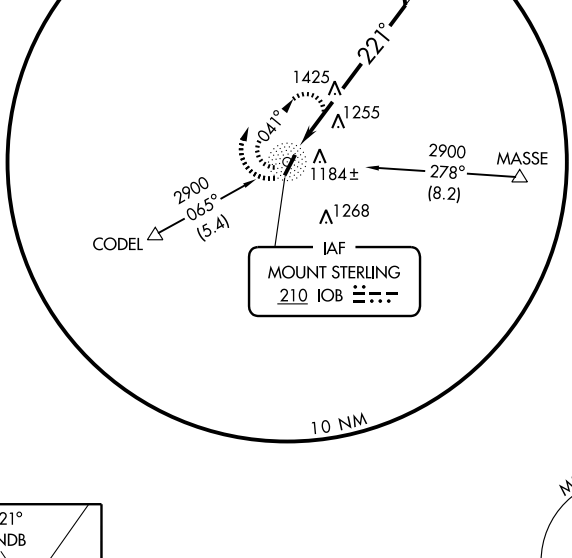
NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

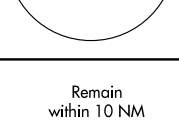
NA

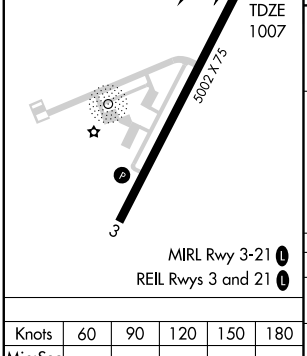
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

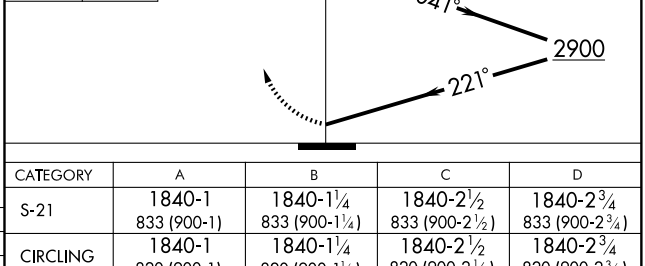
AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L



2049±







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-21	1840-1 833 (900-1)	1840-1¼ 833 (900-1¼)	1840-2½ 833 (900-2½)	1840-2¾ 833 (900-2¾)
CIRCLING	1840-1 820 (900-1)	1840-1¼ 820 (900-1¼)	1840-2½ 820 (900-2½)	1840-2¾ 820 (900-2¾)

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	6203
051°	TDZE	573
	Apt Elev	573

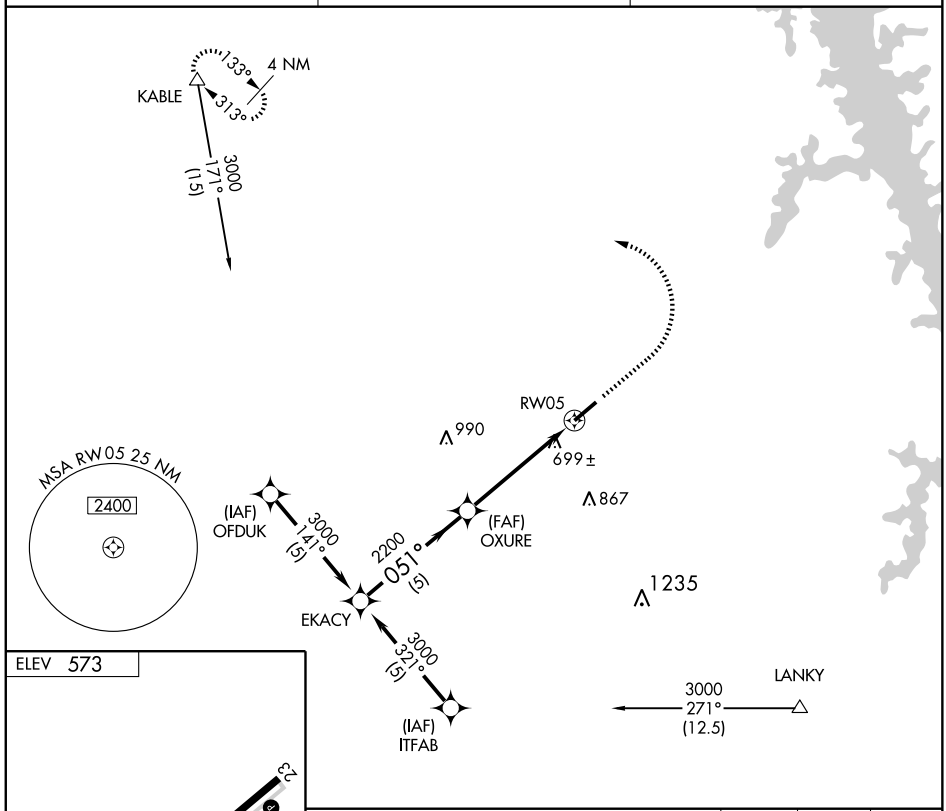
GPS RWY 5

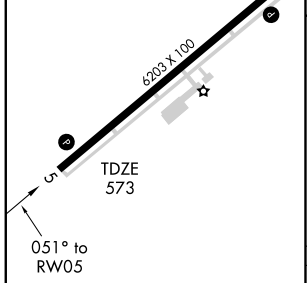
MURRAY/ KYLE-OAKLEY FIELD (CEY)

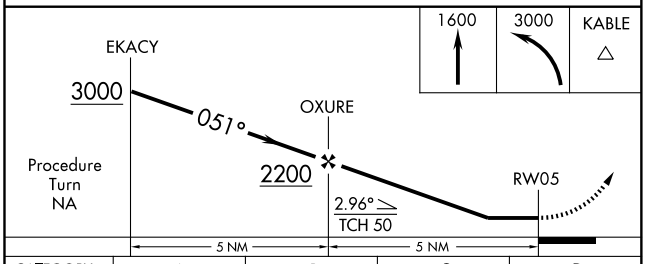
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	960-1 387 (400-1)			960-1¼ 387 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	6203
231°	TDZE	567
	Apt Elev	573

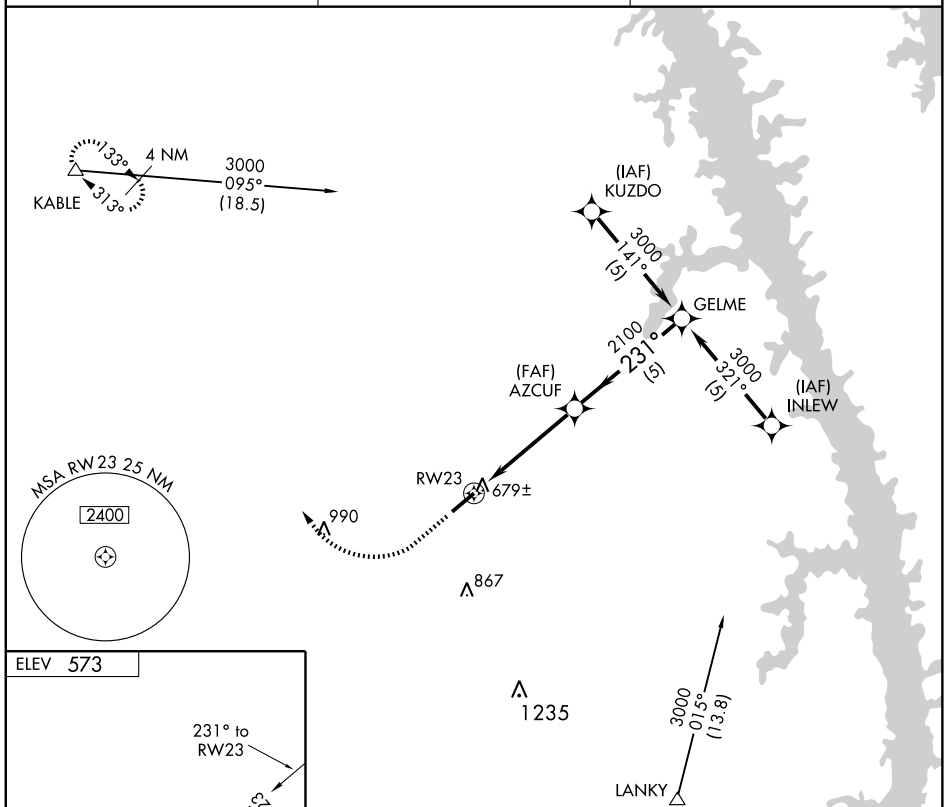
GPS RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)

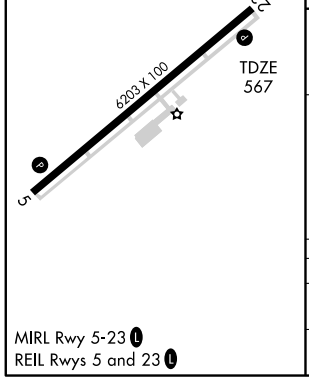
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct KABLE WP and hold.

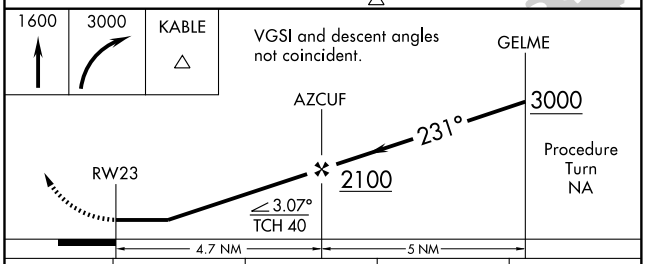
AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L



ELEV 573



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-EUY	APP CRS	Rwy ldg	6203
110.5	231°	TDZE	567
		Apt Elev	573

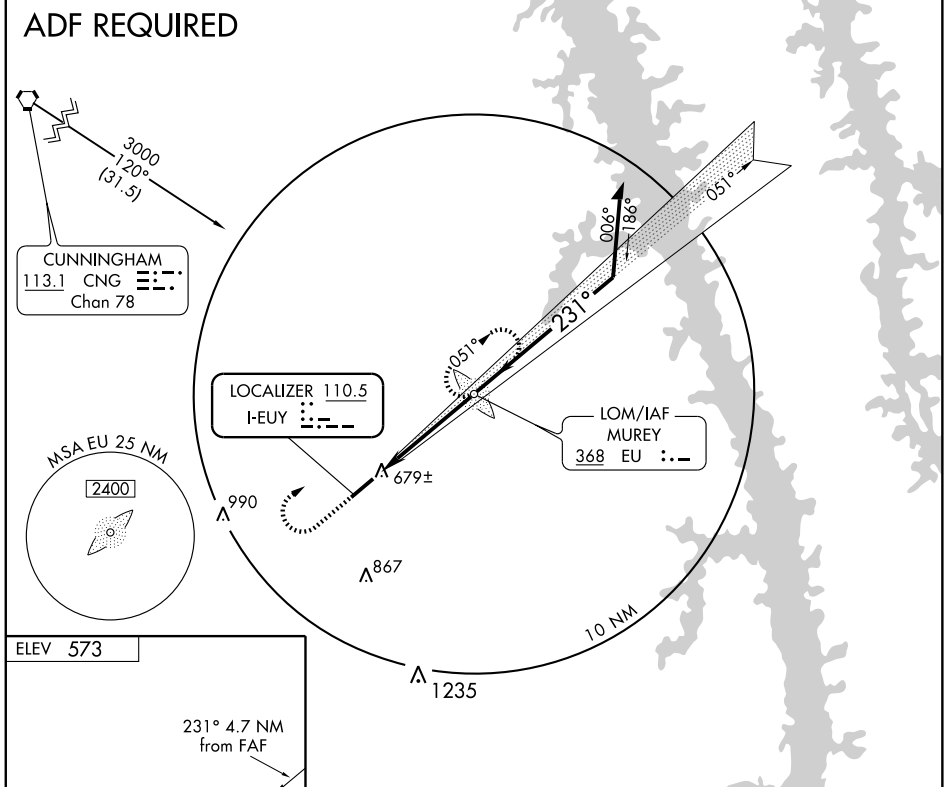
LOC RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)

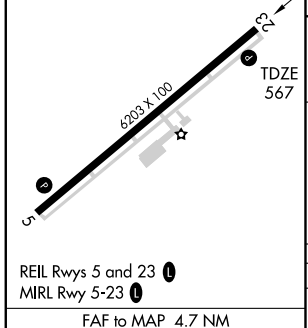
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct EU LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L

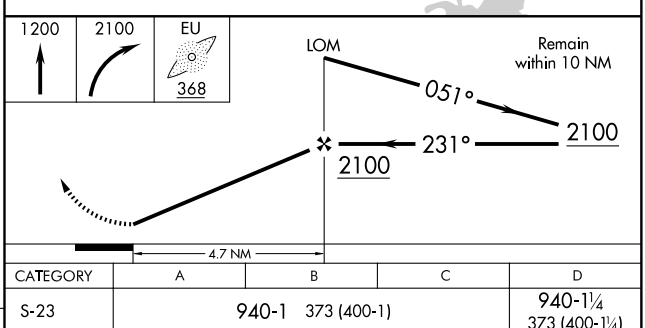


ELEV 573



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



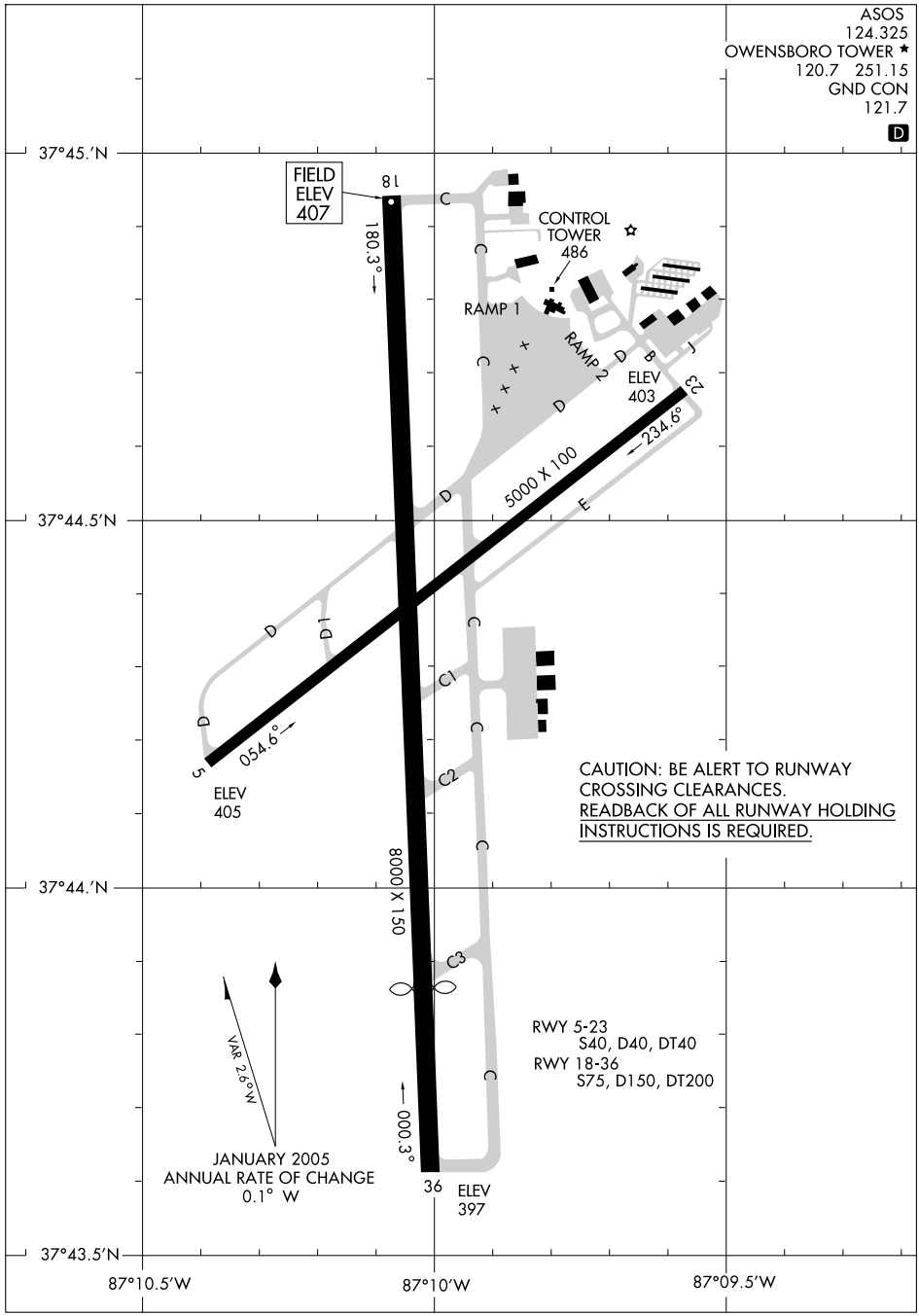
CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-707 (FAA)

OWENSBORO-DAVIESS COUNTY (OWB)
OWENSBORO, KENTUCKY



LOC I-OWB	APP CRS	Rwy ldg	6500
111.5	359°	TDZE	400
		Apt Elev	406

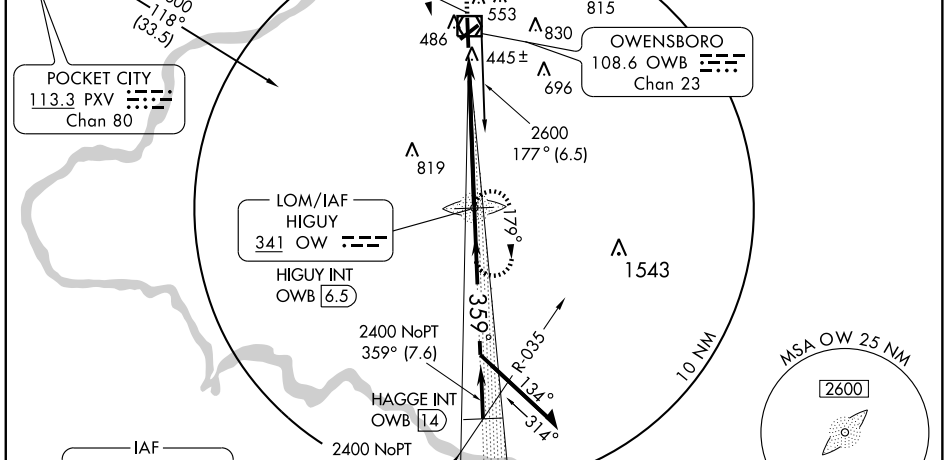
ILS or LOC RWY 36
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting.
ADF REQUIRED.

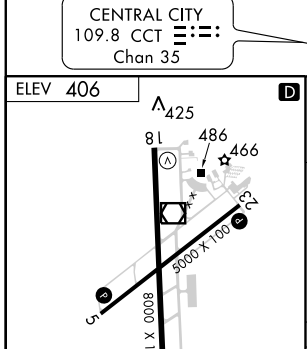
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95



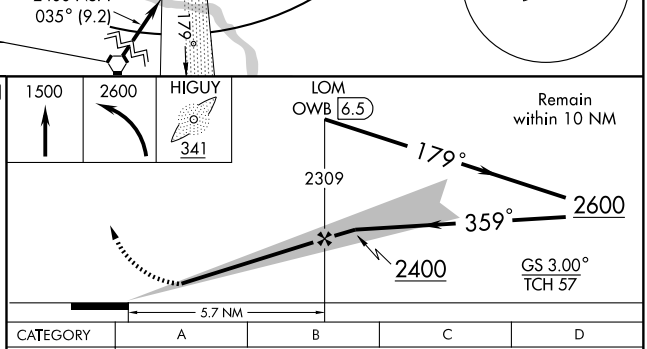
ELEV 406



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23 and 18 L

359° 5.7 NM from FAF

FAF to MAP 5.7 NM				
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 36	600-½ 200 (200-½)			
S-LOC 36	780-½ 380 (400-½)			780-¾ 380 (400-¾)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 36	659-½ 259 (300-½)			
S-LOC 36	840-½ 440 (500-½)		840-¾ 440 (500-¾)	840-1 440 (500-1)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

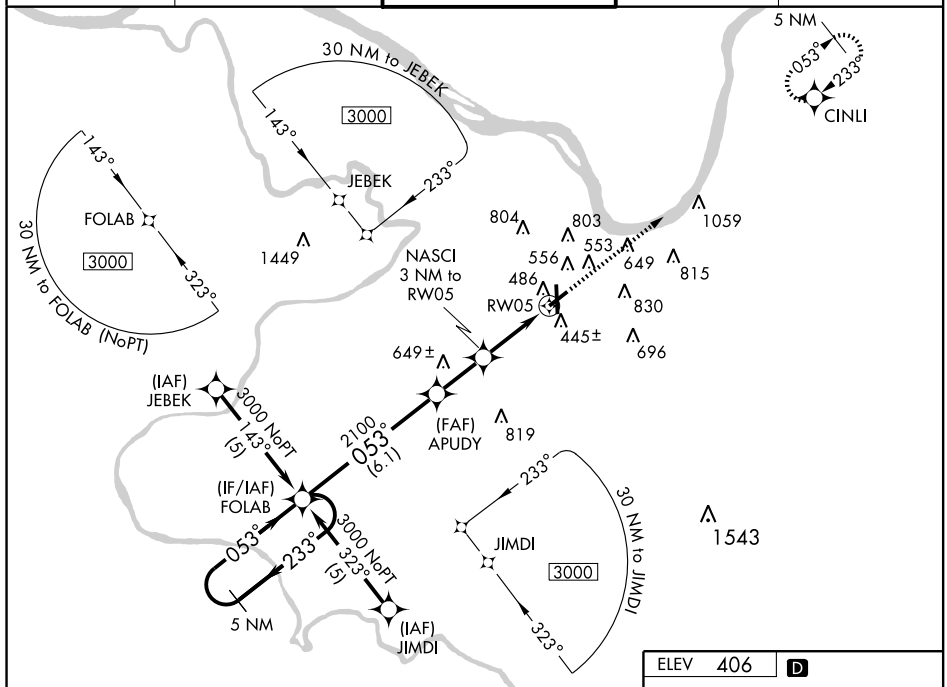
APP CRS	Rwy ldg	5000
053°	TDZE	405
	Apt Elev	406

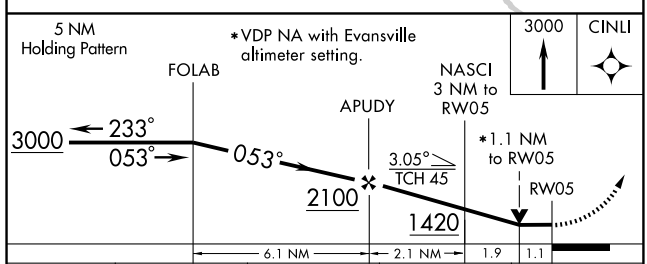
RNAV (GPS) RWY 5
OWENSBORO-DAVIESS COUNTY (OWB)

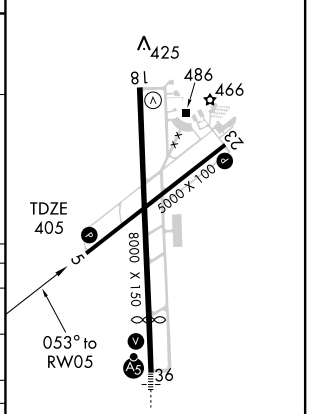
When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CINLI WP and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 395 (400-1)			800-1¼ 395 (400-1¼)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 455 (500-1)		860-1¼ 455 (500-1¼)	860-1½ 455 (500-1½)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	8000
179°	TDZE	406
	Apt Elev	406

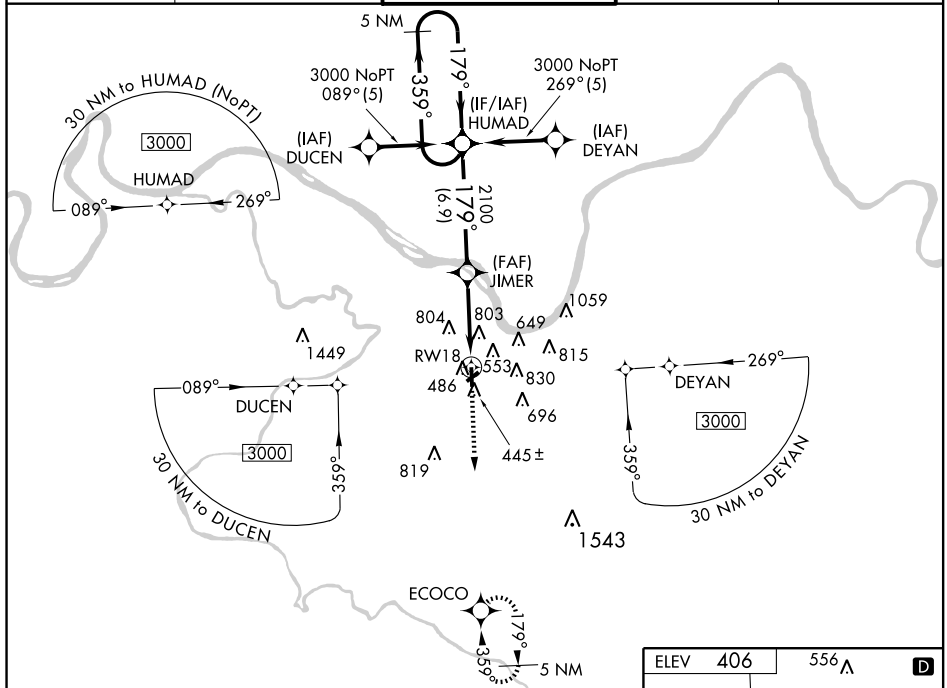
RNAV (GPS) RWY 18
OWENSBORO-DAVIESS COUNTY (OWB)

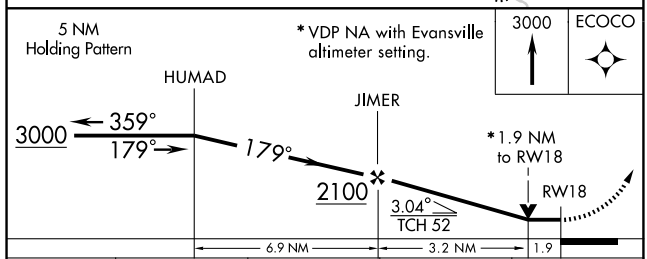
When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

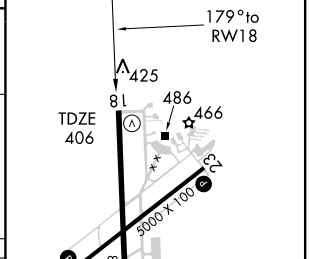
NA

MISSED APPROACH: Climb to 3000 direct ECOCO WP and hold.

ASOS	EVANSVILLE APP CON *	OWENSBORO TOWER *	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

CATEGORY	A	B	C	D
LNAV MDA	1060-1 654 (700-1)		1060-1¾ 654 (700-1¾)	1060-2 654 (700-2)
CIRCLING	1060-1 654 (700-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1120-1 714 (800-1)		1120-2 714 (800-2)	1120-2¼ 714 (800-2¼)
CIRCLING	1120-1 714 (800-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5000
233°	TDZE	403
	Apt Elev	406

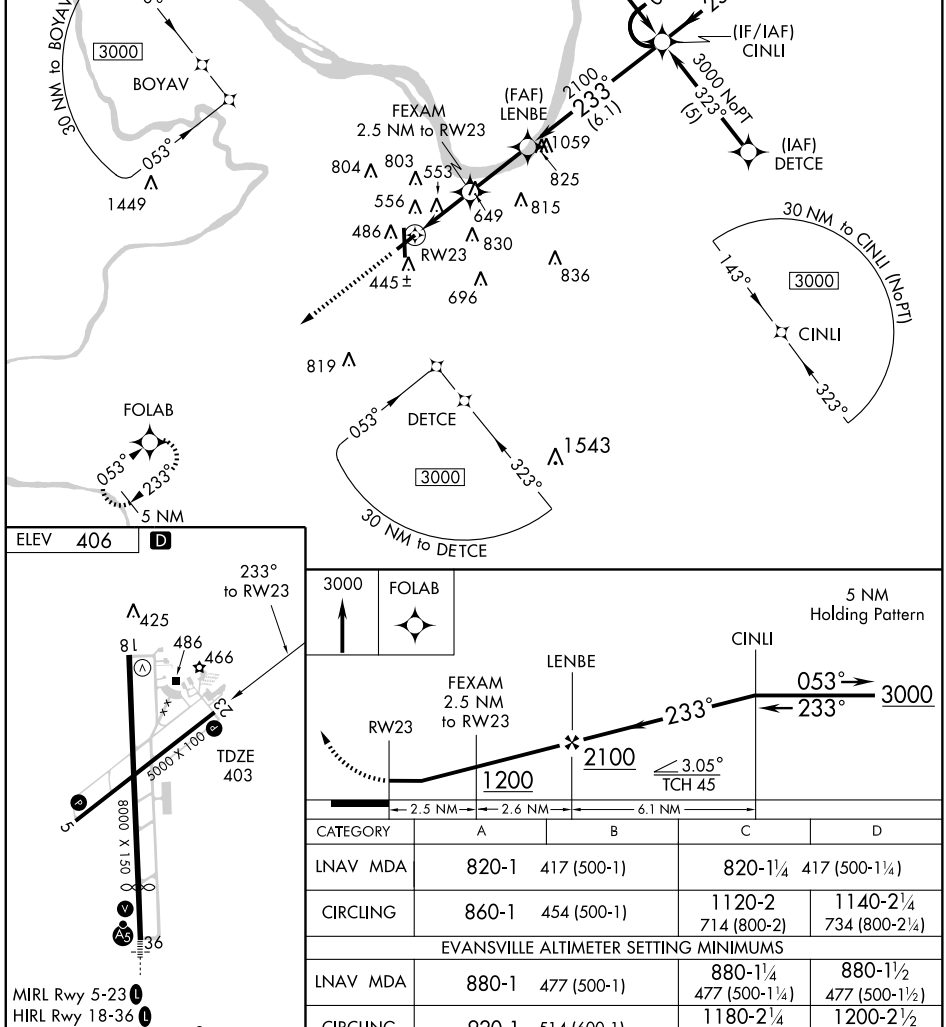
RNAV (GPS) RWY 23
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct FOLAB WP and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 406 D

MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23 and 18 L

CATEGORY	A	B	C	D
LNAV MDA	820-1 417 (500-1)		820-1¼ 417 (500-1¼)	
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 477 (500-1)		880-1¼ 477 (500-1¼)	880-1½ 477 (500-1½)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 45508 W36A	APP CRS 359°	Rwy ldg 6500 TDZE 400 Apt Elev 406

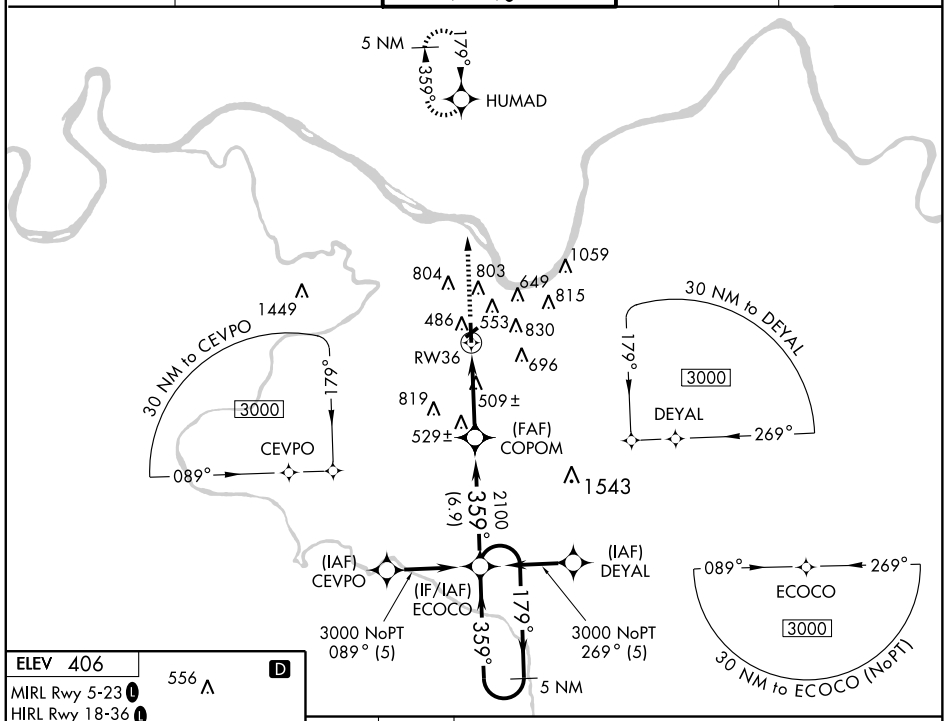
RNAV (GPS) RWY 36
OWENSBORO-DAVIESS COUNTY (OWB)

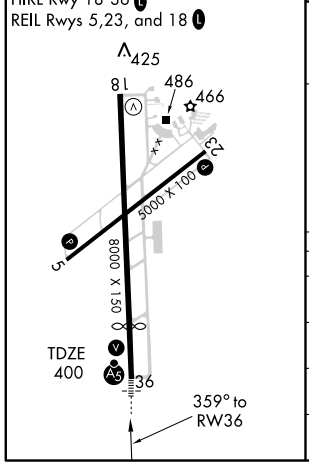
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When control tower closed, use Evansville altimeter setting, and increase all DAs/MDAs 60 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA with Evansville altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibilitiy to 1¼.

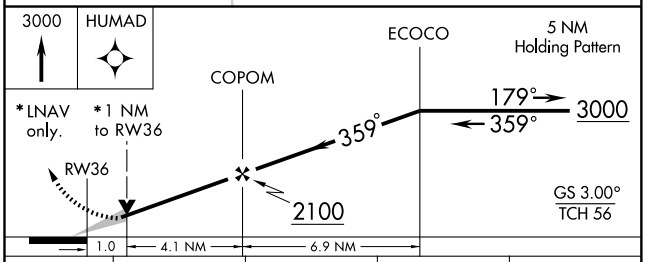
MALSR A5

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	650-½ 250 (300-½)			
LNAV/VNAV DA	820-1 420 (500-1)			
LNAV MDA	760-½ 360 (400-½)			760-1 360 (400-1)
CIRCLING	860-1½ 454 (500-1½)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)

SE-1. 22 OCT 2009 to 19 NOV 2009

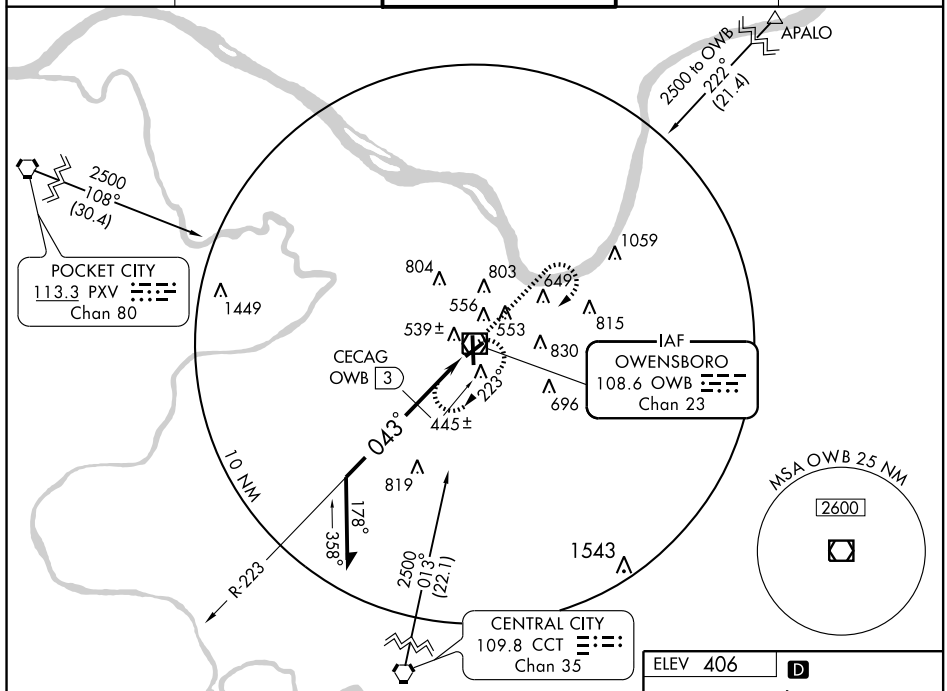
VOR/DME OWB	APP CRS	Rwy ldg	5000
108.6	043°	TDZE	405
Chan 23		Apt Elev	406

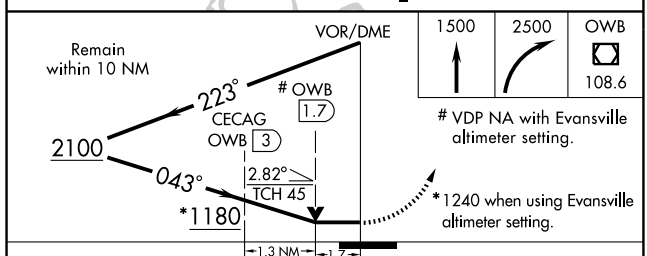
VOR RWY 5
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting and increase all MDAs 60 feet and visibility Cats. C and D ¼ mile.

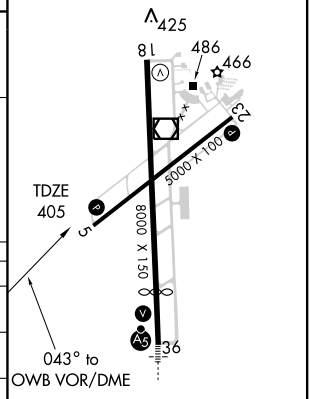
MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-5	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2¼ 775 (800-2¼)	1180-2½ 775 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CECAG FIX MINIMUMS				
S-5	820-1 415 (500-1)		820-1¼ 415 (500-1¼)	
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

SE-1. 22 OCT 2009 to 19 NOV 2009

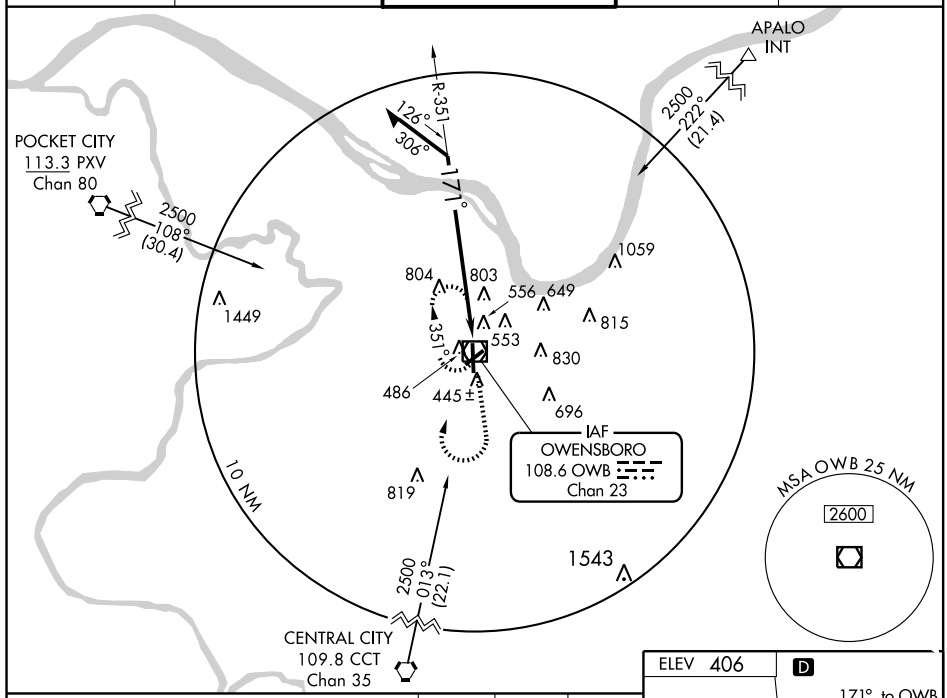
VOR/DME OWB	APP CRS	Rwy ldg	8000
108.6	171°	TDZE	406
Chan 23		Apt Elev	406

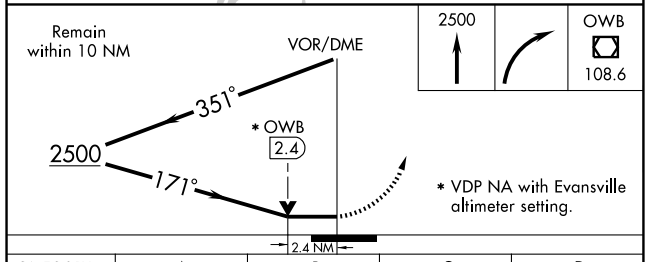
VOR RWY 18
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting.

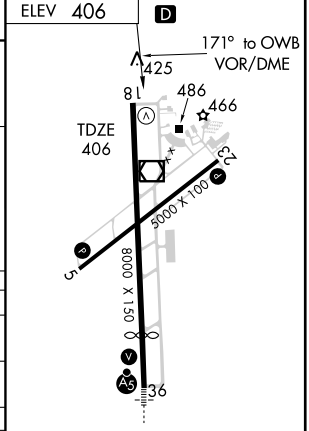
MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





* VDP NA with Evansville altimeter setting.



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

CATEGORY	A	B	C	D
S-18	1120-1 714 (800-1)		1120-2 714 (800-2)	1120-2¼ 714 (800-2¼)
CIRCLING	1120-1 714 (800-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-18	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME OWB	APP CRS	Rwy ldg	6500
108.6	357°	TDZE	400
Chan 23		Apt Elev	406

VOR RWY 36

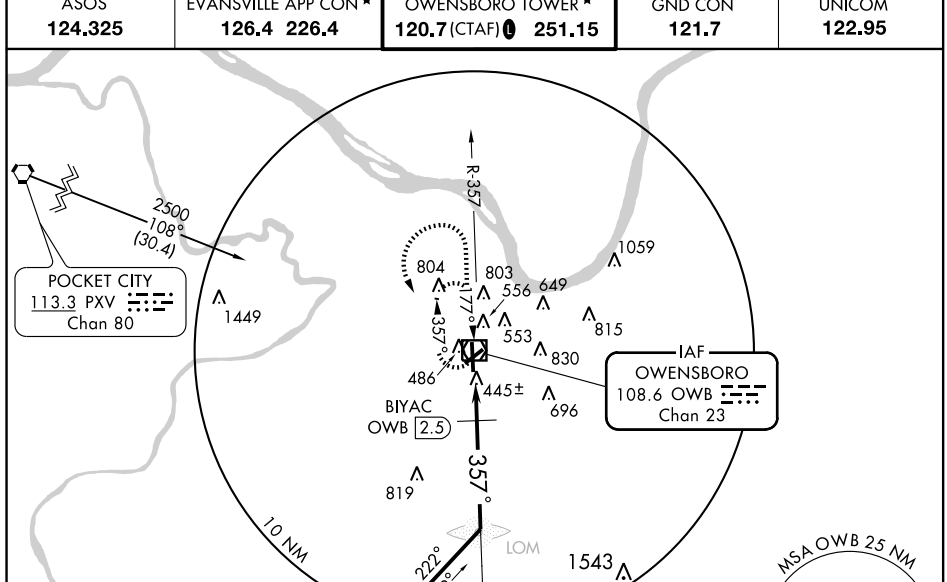
OWENSBORO-DAVIESS COUNTY (OWB)

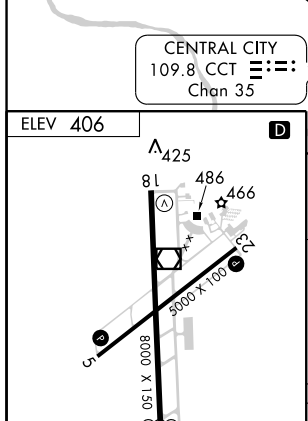
When control tower closed, use Evansville altimeter setting and increase all MDAs 60 feet and all visibility ½ mile. For inoperative MALSR, increase S-36 BIYAC FIX minimums Cat. D visibility to 1¼.

MALSR

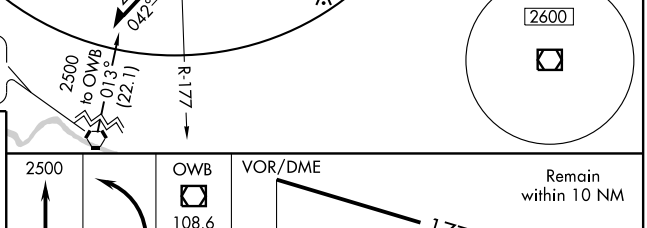
MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23 and 18 L



VDP NA with Evansville altimeter setting.

*1040 when using Evansville altimeter setting.

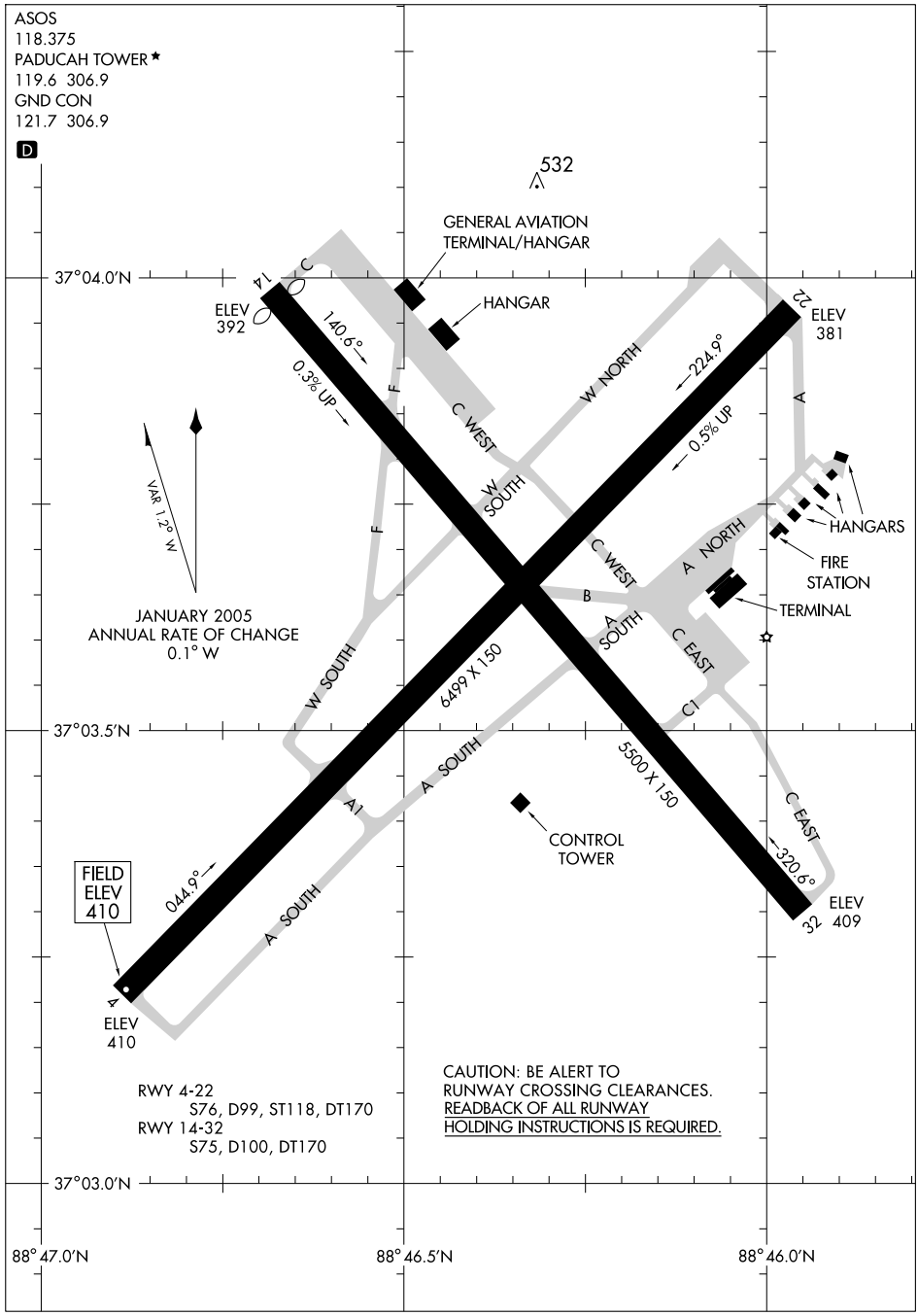
CATEGORY	A	B	C	D
S-36	980-½ 580 (600-½)		980-1 580 (600-1)	980-1¼ 580 (600-1¼)
CIRCLING	980-1 574 (600-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	780-½ 380 (400-½)			780-1 380 (400-1)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)

SE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-628 (FAA)

PADUCAH/BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY



LOC I-PAH	APP CRS	Rwy ldg	6499
108.5	045°	TDZE	410
		Apt Elev	410

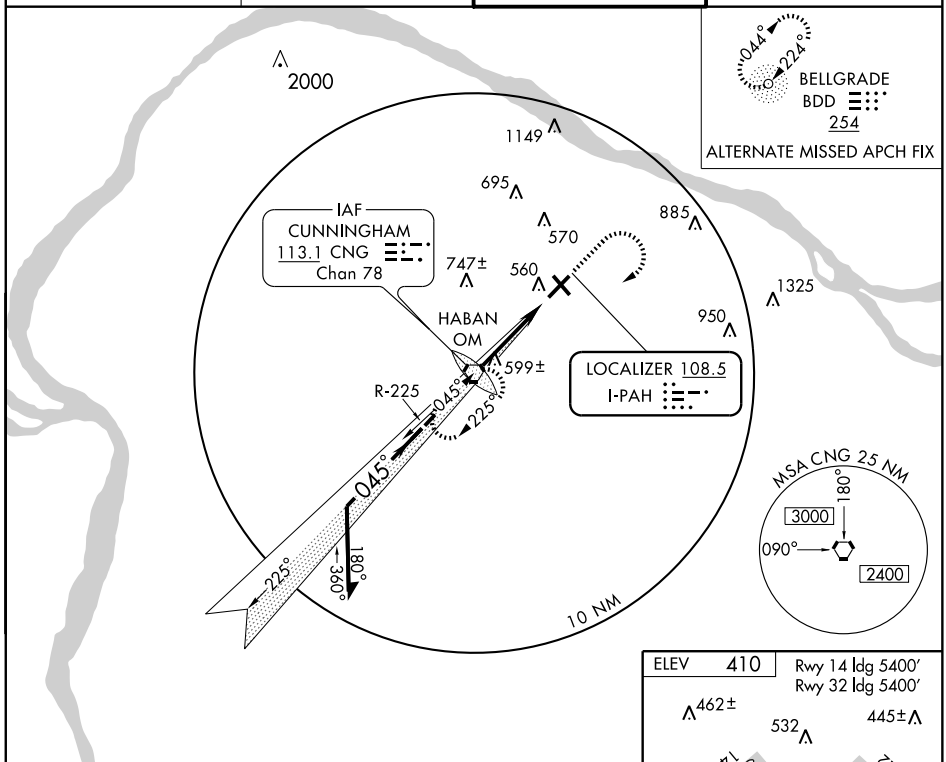
ILS or LOC RWY 4
PADUCAH/BARKLEY RGNL (PAH)

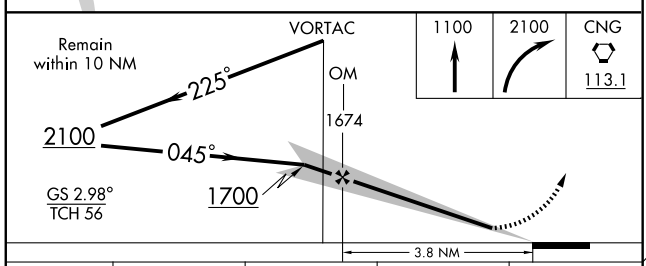
If local altimeter setting not received, use Mayfield altimeter setting and increase S-ILS 4 DA to 672, and all MDAs 80 feet.

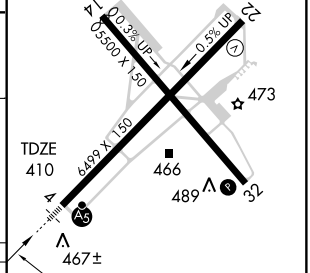
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







045° 3.8 NM from FAF

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-ILS 4	610-½ 200 (200-½)			
S-LOC 4	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 93701 W04A	APP CRS 045°	Rwy ldg 6499 TDZE 410 Apt Elev 410

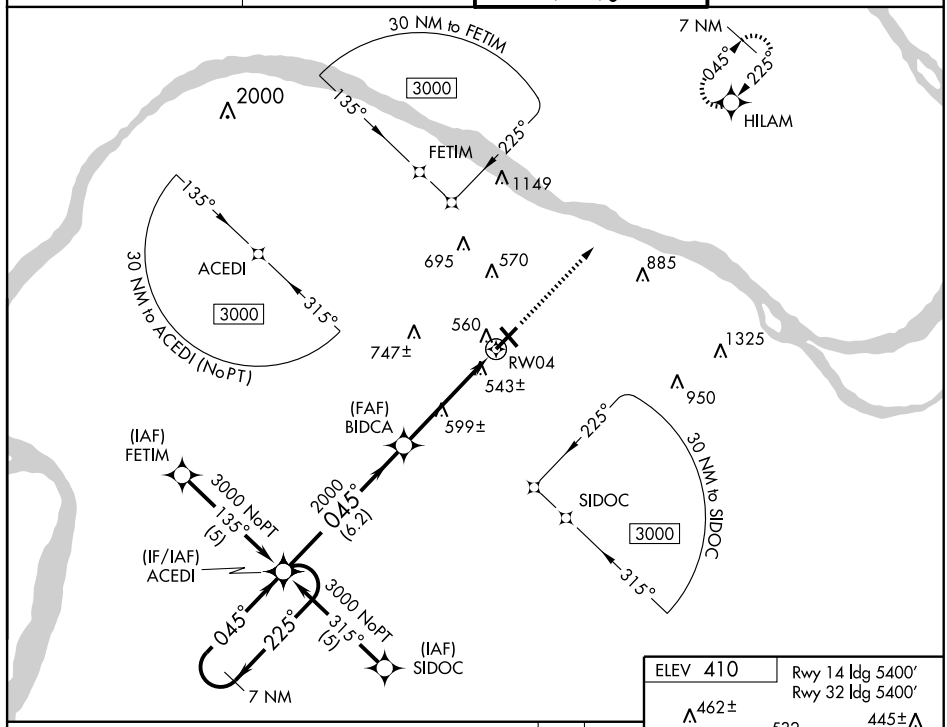
RNAV (GPS) RWY 4
PADUCAH/BARKLEY RGNL (PAH)

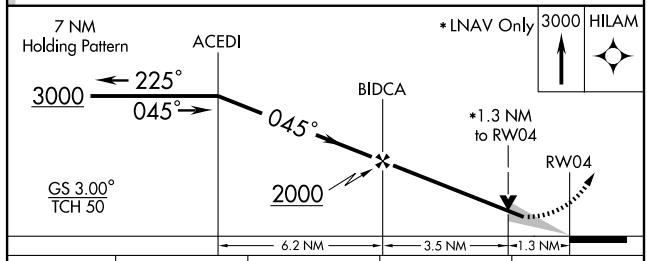
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ .

MALSR

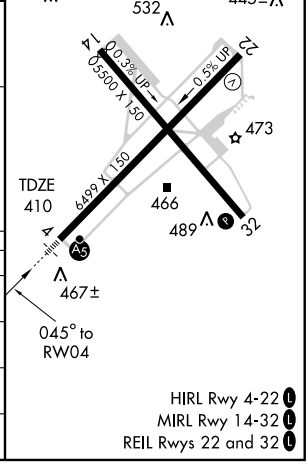
MISSED APPROACH: Climb to 3000 direct HILAM and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9





CATEGORY	A	B	C	D
LPV DA	756-¾ 346 (400-¾)			
LNAV/ VNAV DA	884-1¼ 474 (500-1¼)			
LNAV MDA	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1¾ 490 (500-1¾)			960-2 550 (600-2)



SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 49001 W22A	APP CRS 225°	Rwy ldg 6499 TDZE 401 Apt Elev 410

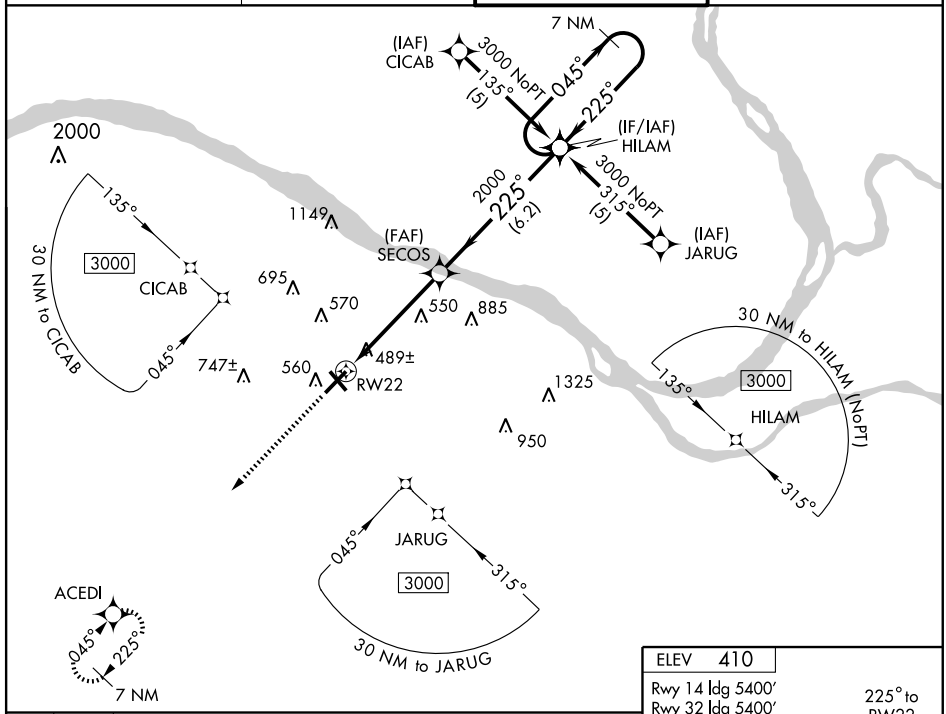
RNAV (GPS) RWY 22

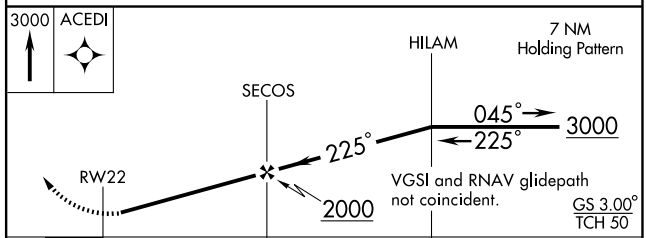
PADUCAH/BARKLEY RGNL (PAH)

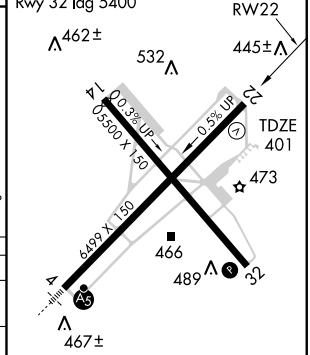
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







CATEGORY	A	B	C	D
LPV DA	677-1 276 (300-1)			
LNAV/ VNAV DA	789-1½ 388 (400-1½)			
LNAV MDA	800-1 399 (400-1)			800-1¼ 399 (400-1¼)
CIRCLING	900-1½ 490 (500-1½)			960-2 550 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

SE-1. 22 OCT 2009 to 19 NOV 2009

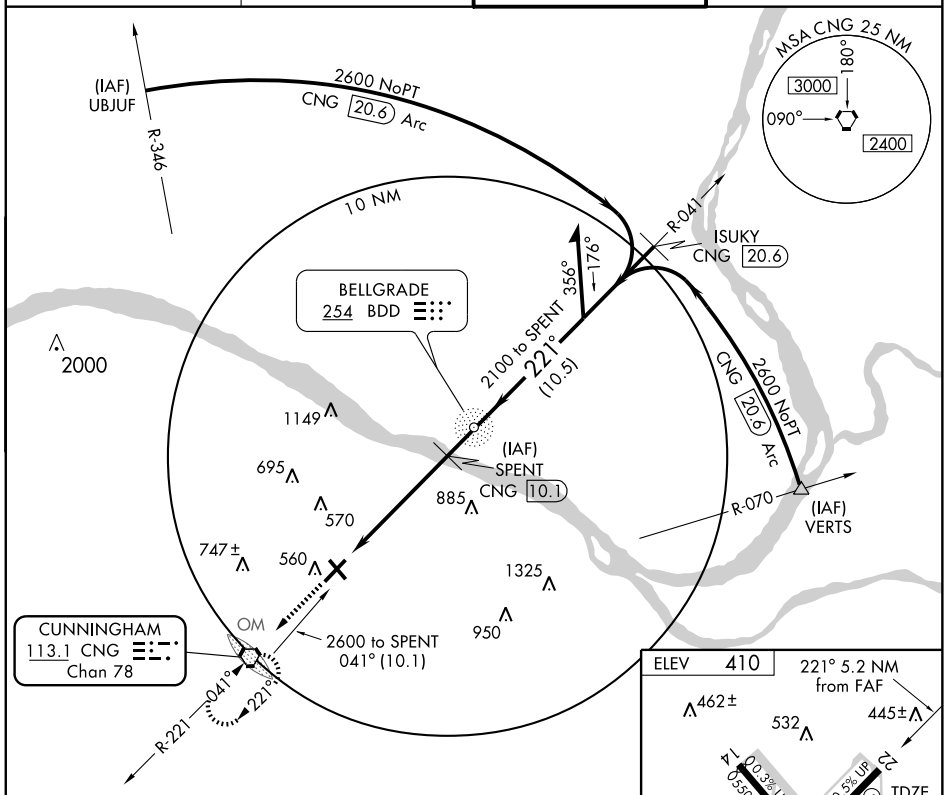
VORTAC CNG	APP CRS	Rwy ldg	6499
113.1	221°	TDZE	401
Chan 78		Apt Elev	410

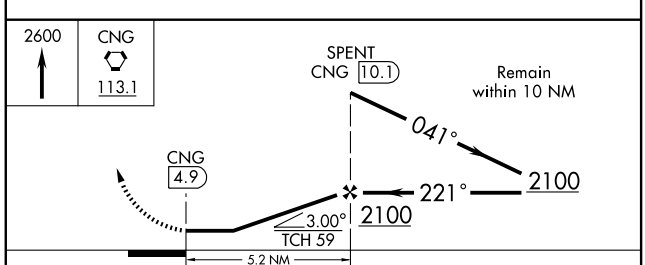
VOR/DME RWY 22

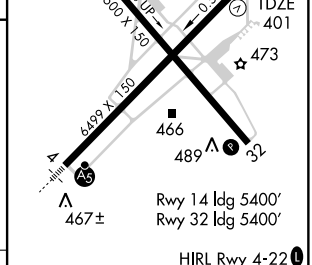
PADUCAH/BARKLEY RGNL (PAH)

MISSED APPROACH: Climb to 2600 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-22	820-1 419 (500-1)		820-1¼ 419 (500-1¼)	
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC CNG	APP CRS	Rwy ldg	6499
113.1	042°	TDZE	410
Chan 78		Apt Elev	410

VOR RWY 4

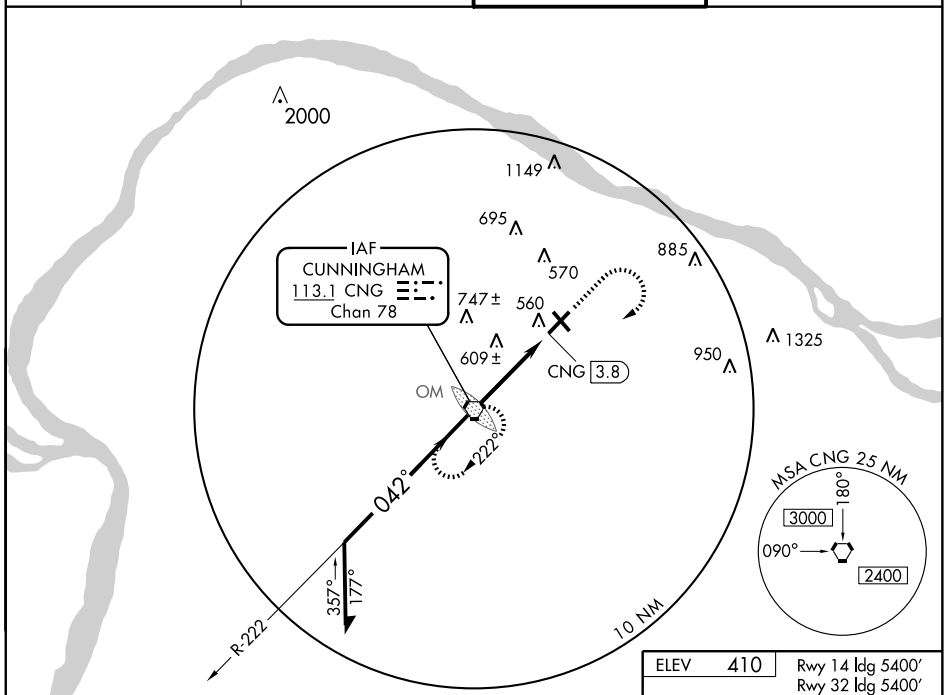
PADUCAH/ BARKLEY RGNL (PAH)

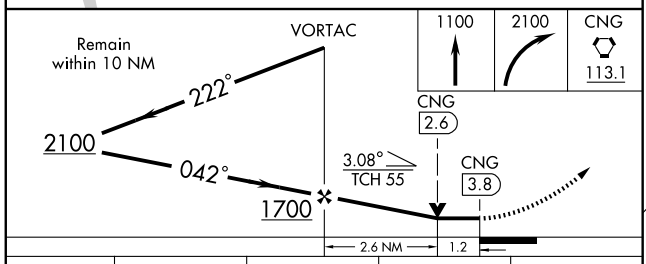
If local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet.
VDP NA when using Mayfield altimeter setting.

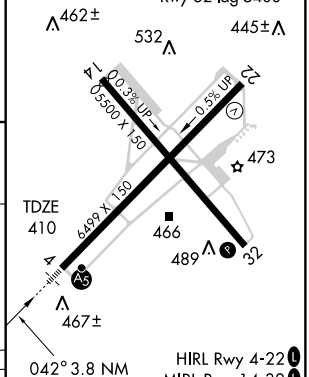
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







CATEGORY	A	B	C	D
S-4	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PBX	APP CRS	Rwy ldg	4650
109.7	273°	TDZE	1466
Chan 34		Apt Elev	1473

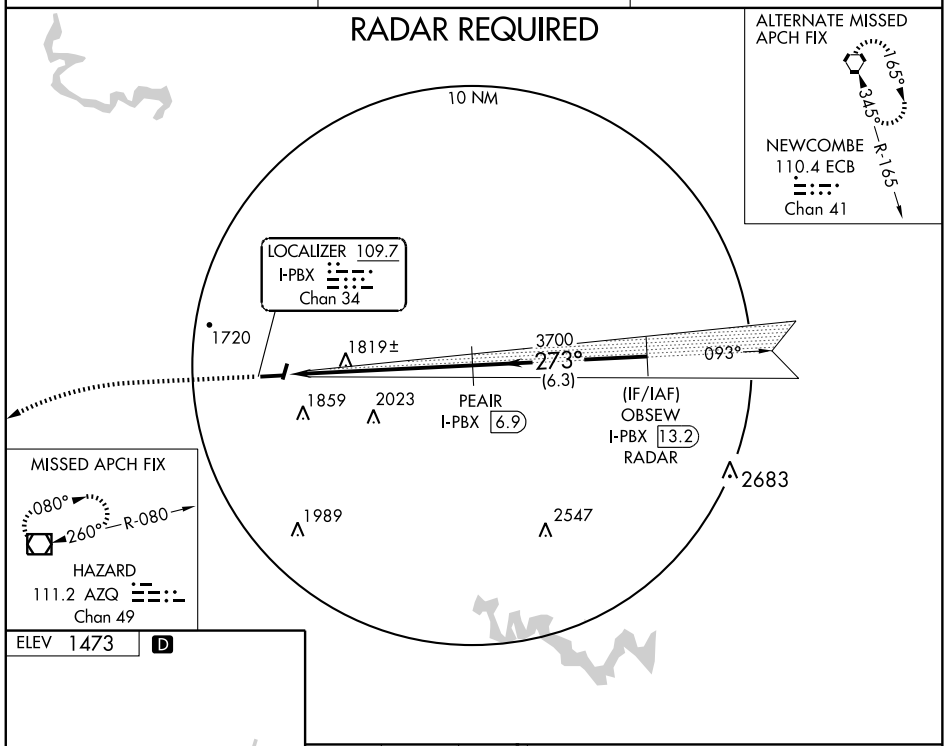
ILS or LOC/DME RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

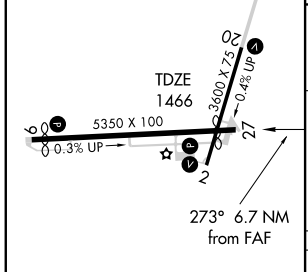
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

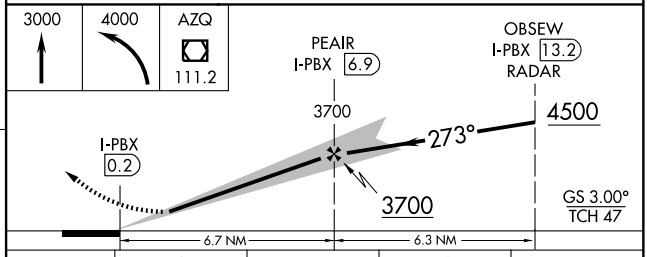
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L



ELEV 1473 D





CATEGORY	A	B	C	D
S-ILS 27	1666-1 200 (200-1)			NA
S-LOC 27	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 9, 20 and 27 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Ldg	4650
093°	TDZE	1454
	Apt Elev	1473

RNAV (GPS) RWY 9

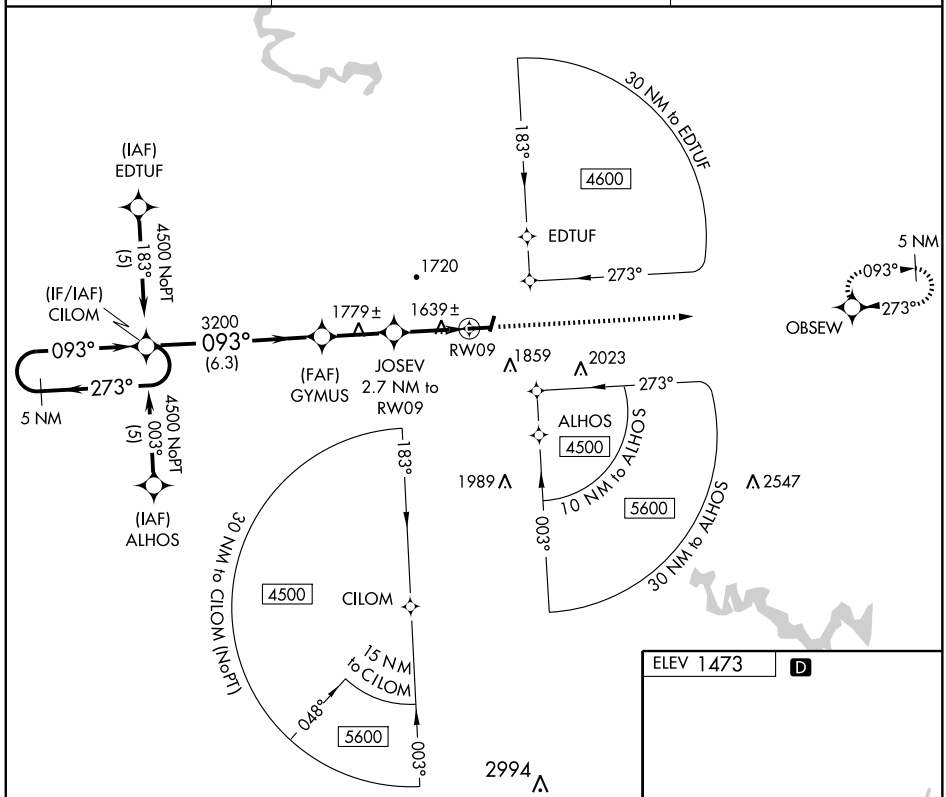
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

T A NA

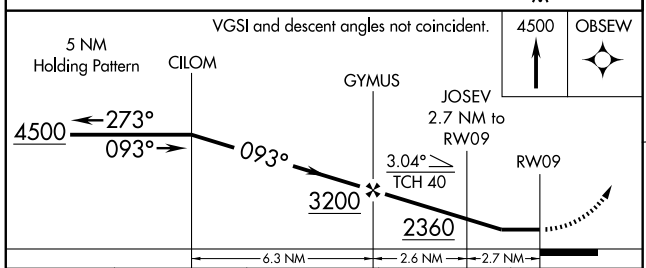
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

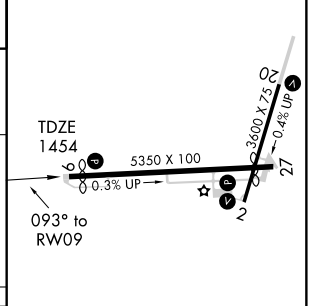
MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L



VGSI and descent angles not coincident.





CATEGORY	A	B	C	D
LNAV MDA	1960-1 506 (500-1)		1960-1½ 506 (500-1½)	NA
CIRCLING	2000-1 527 (600-1)	2080-1 607 (700-1)	2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2,9,20, and 27 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Ldg	4650
273°	TDZE	1466
	Apt Elev	1473

RNAV (GPS) RWY 27

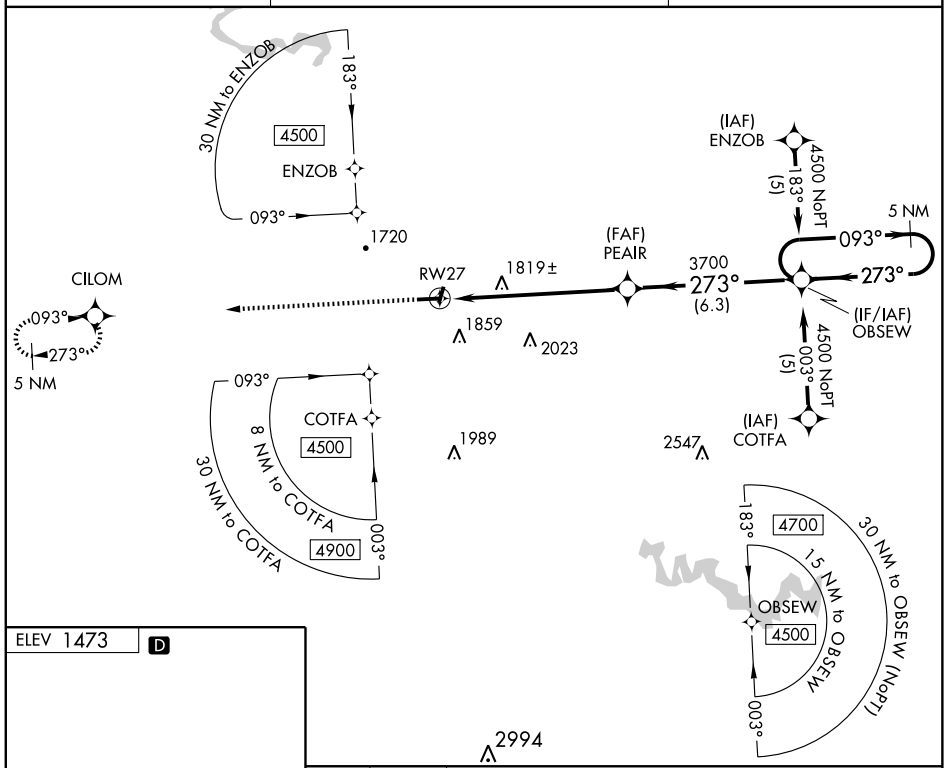
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

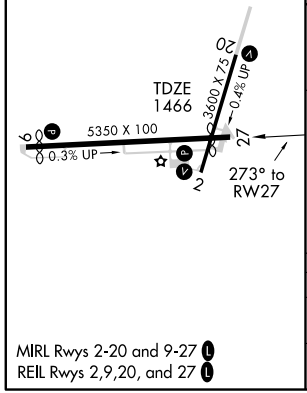
T NA

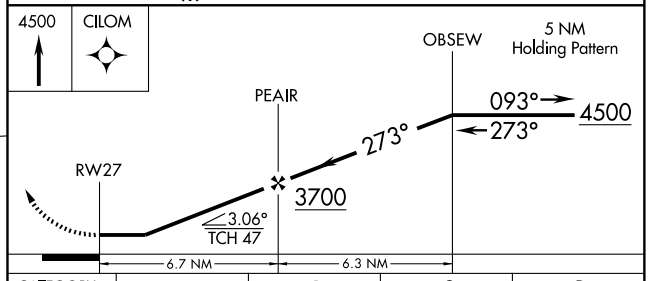
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, and Cat C ½ mile, and Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2,9,20, and 27 L

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5000
036°	TDZE	1210
	Apt Elev	1221

RNAV (GPS) RWY 3

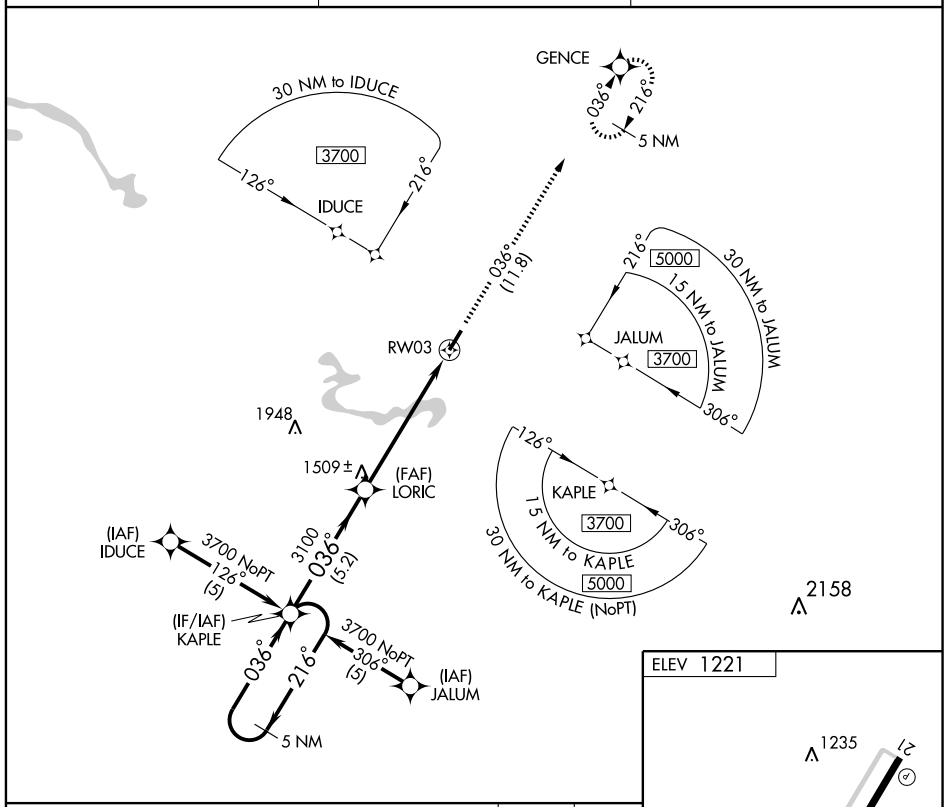
PRESTONSBURG/ BIG SANDY RGNL (K22)

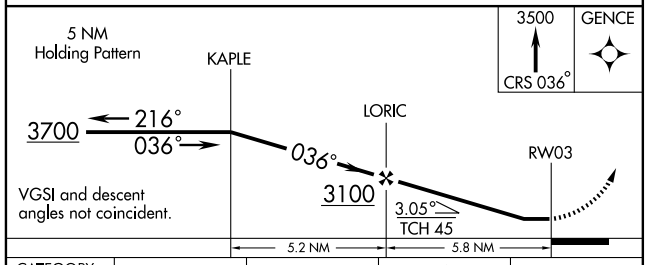
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

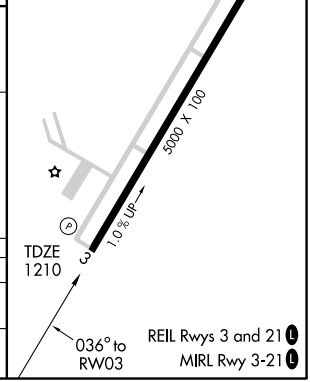
NA

MISSED APPROACH: Climb to 3500 via 036° course to GENCE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1 470 (500-1)		1680-1¼ 470 (500-1¼)	1680-1½ 470 (500-1½)
CIRCLING	1840-1 619 (700-1)		1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 77801 W21A	APP CRS 216°	Rwy ldg 5000 TDZE 1221 Apt Elev 1221

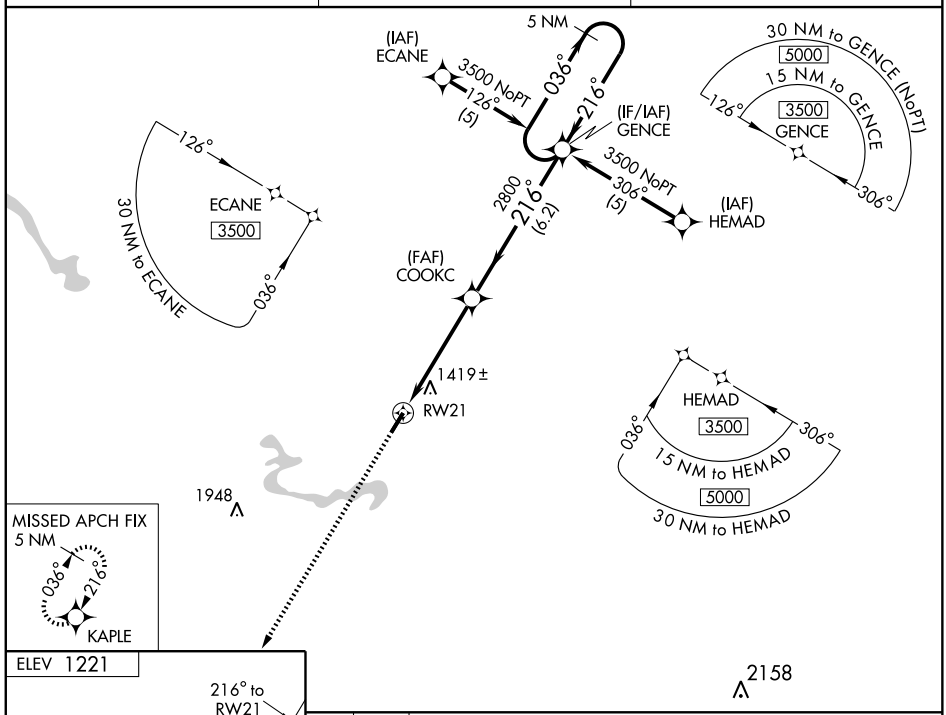
RNAV (GPS) RWY 21

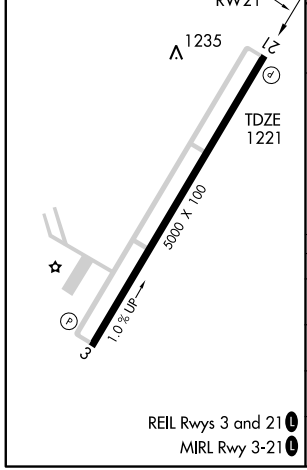
PRESTONSBURG/BIG SANDY RGNL (K22)

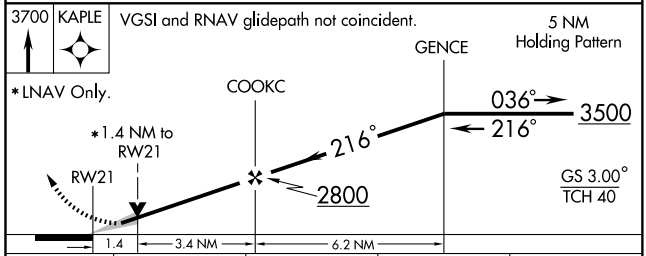
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH: Climb to 3700 direct KAPLE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1471-1 250 (300-1)			
LNAV/VNAV DA	1739-1¾ 518 (600-1¾)			
LNAV MDA	1680-1 459 (500-1)		1680-1¼ 459 (500-1¼)	1680-1½ 459 (500-1½)
CIRCLING	1840-1 619 (700-1)		1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

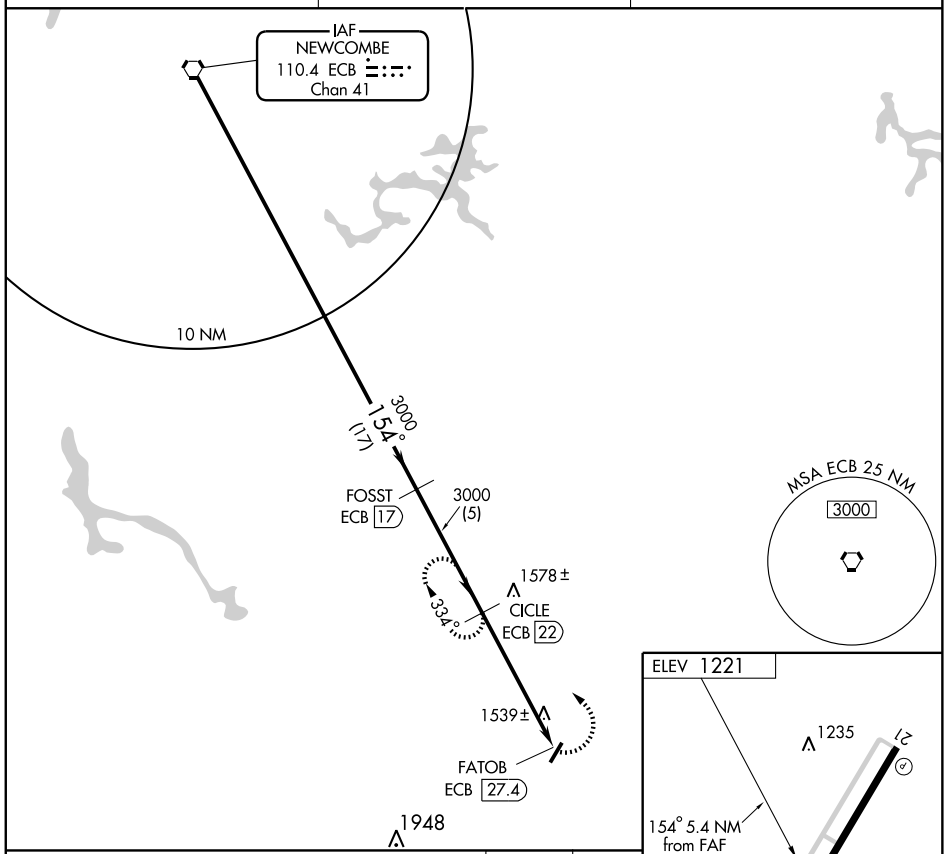
VORTAC ECB	APP CRS	Rwy ldg	N/A
110.4	154°	TDZE	N/A
Chan 41		Apt Elev	1221

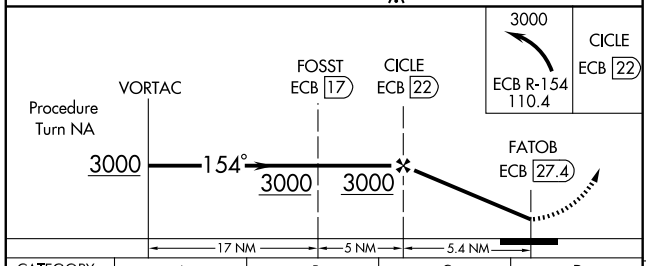
VOR/DME-A

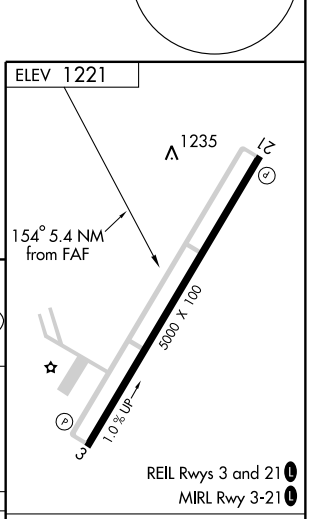
PRESTONSBURG/ BIG SANDY RGNL (K22)

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1840-1 619 (700-1)	1840-1¼ 619 (700-1¼)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC HYK 112.6 Chan 73	APP CRS 161°	Rwy ldg 4410 TDZE 991 Apt Elev 1001

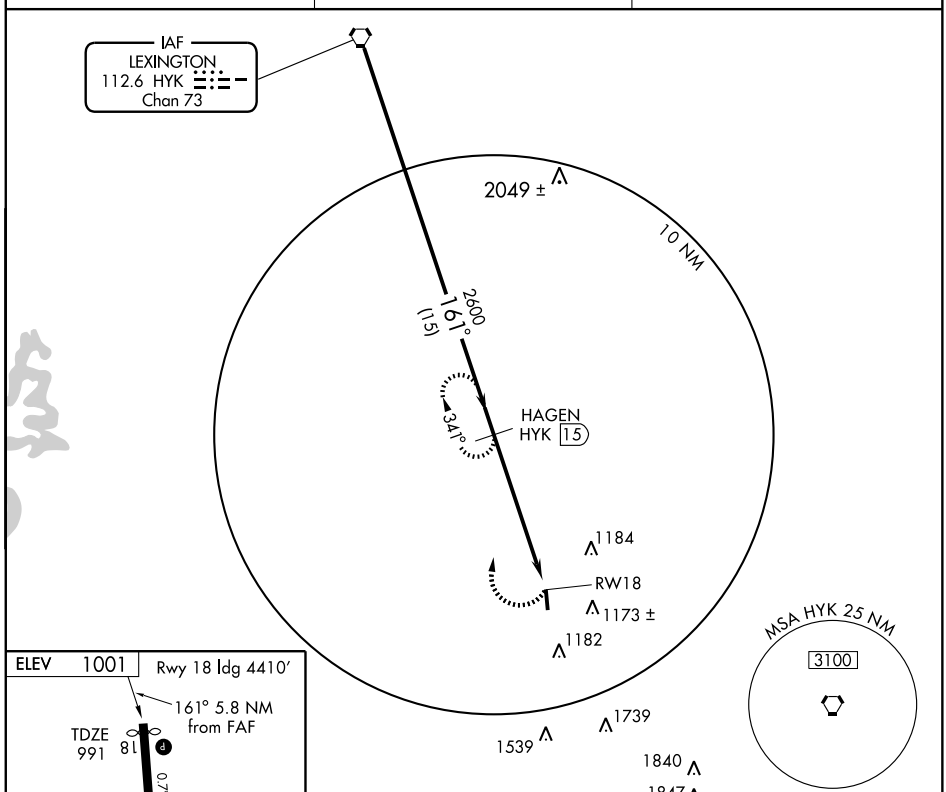
VOR/DME or GPS RWY 18

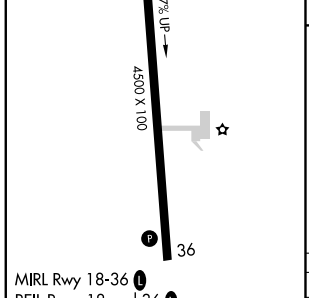
RICHMOND/MADISON (I39)

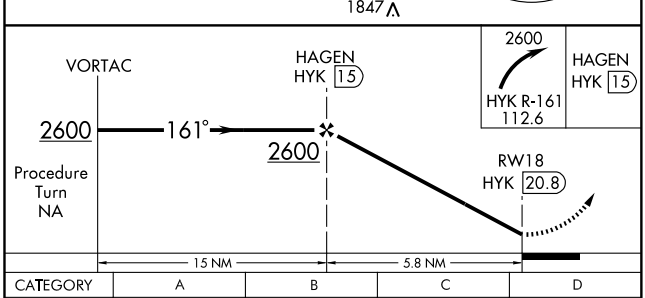
NA Use Lexington altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via HYK R-161 to HAGEN/15 DME and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1520-1 529 (600-1)	1520-1¼ 529 (600-1¼)	1520-1½ 529 (600-1½)	NA
CIRCLING	1540-1 539 (600-1)	1540-1¼ 539 (600-1¼)	1540-1½ 539 (600-1½)	NA

SE-1, 22 OCT 2009 to 19 NOV 2009

RICHMOND, KENTUCKY

AL-6610 (FAA)

VORTAC HYK 112.6 Chan 73	APP CRS 355°	Rwy ldg 4500 TDZE 1001 Apt Elev 1001

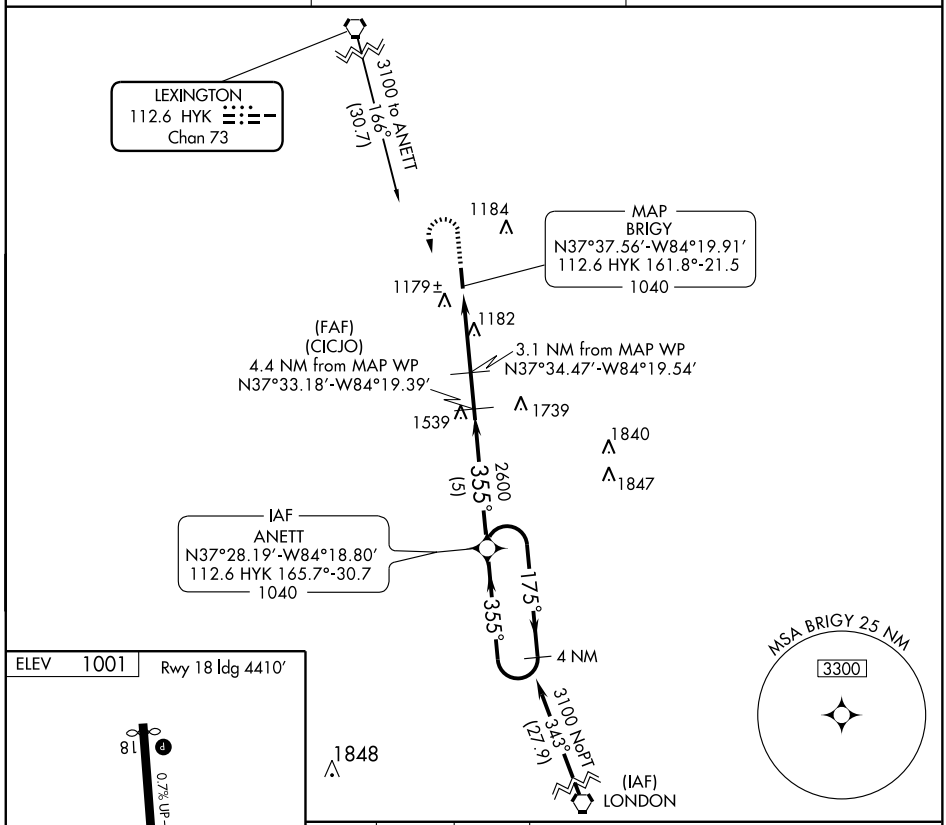
VOR/DME RNAV or GPS RWY 36

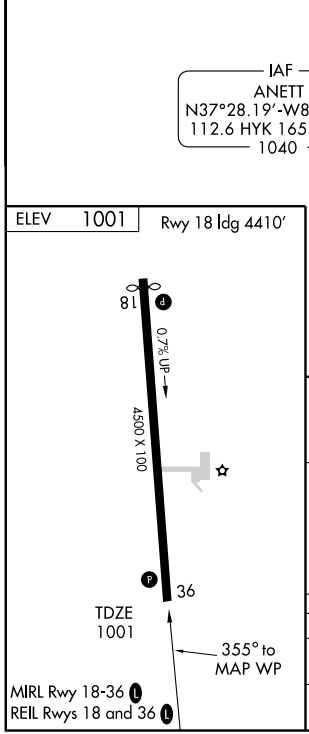
RICHMOND/MADISON (I39)

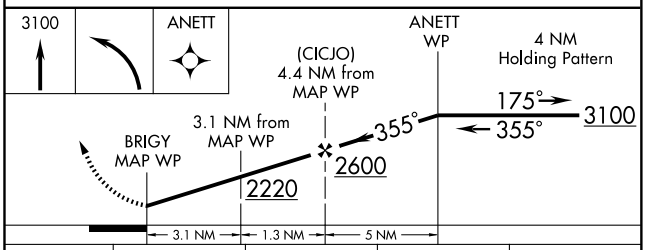
NA Use Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 then left turn direct ANETT WP and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1600-1 599 (600-1)		1600-1½ 599 (600-1½)	1600-1¾ 599 (600-1¾)
CIRCLING	1640-1 639 (700-1)		1640-1¾ 639 (700-1¾)	1640-2 639 (700-2)

SE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC BWG 117.9 Chan 126	APP CRS 245°	Rwy ldg 3999 TDZE 686 Apt Elev 686

VOR/DME or GPS RWY 24

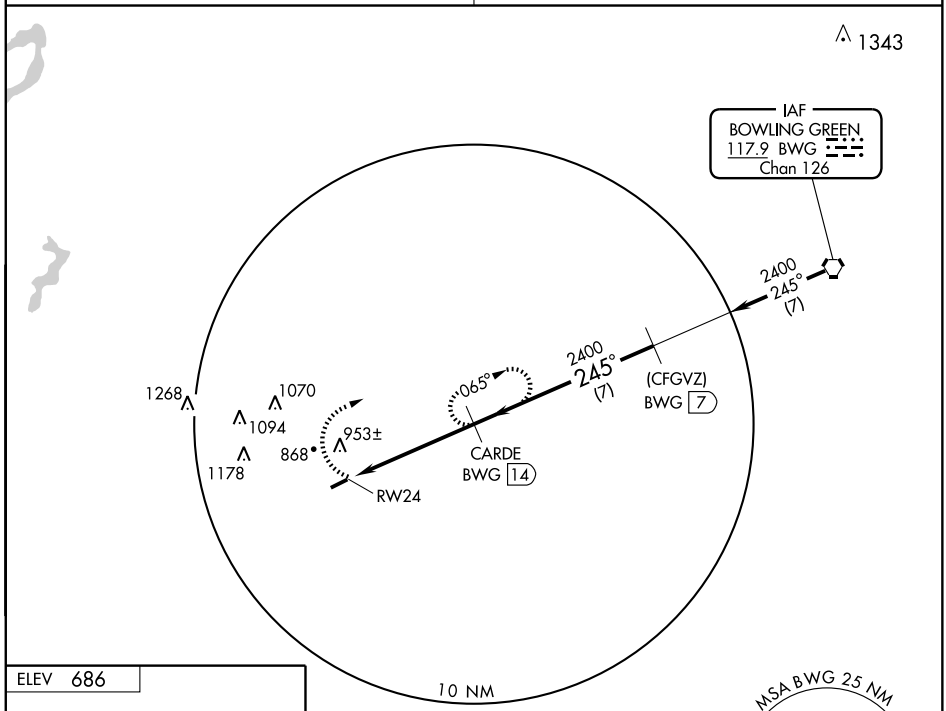
RUSSELLVILLE-LOGAN COUNTY (4M7)

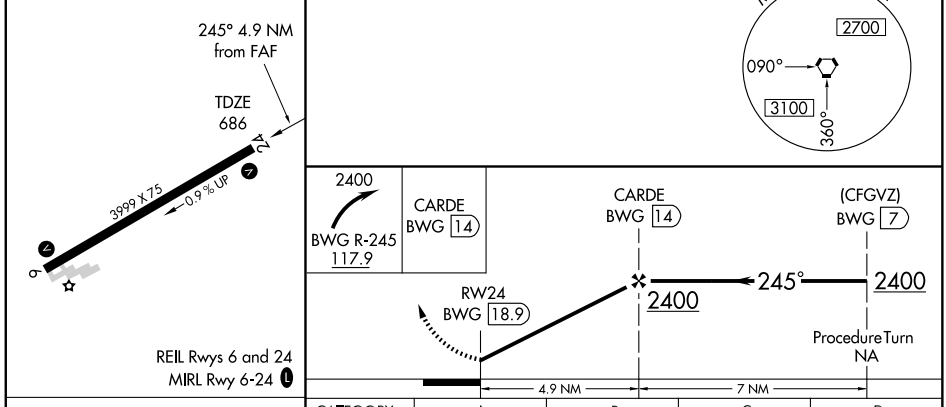
NA

Use Bowling Green altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.

MEMPHIS CENTER	UNICOM
133.85 317.6	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	1280-1	594 (600-1)	NA	
CIRCLING	1340-1	654 (700-1)	NA	

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SME	APP CRS	Rwy ldg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

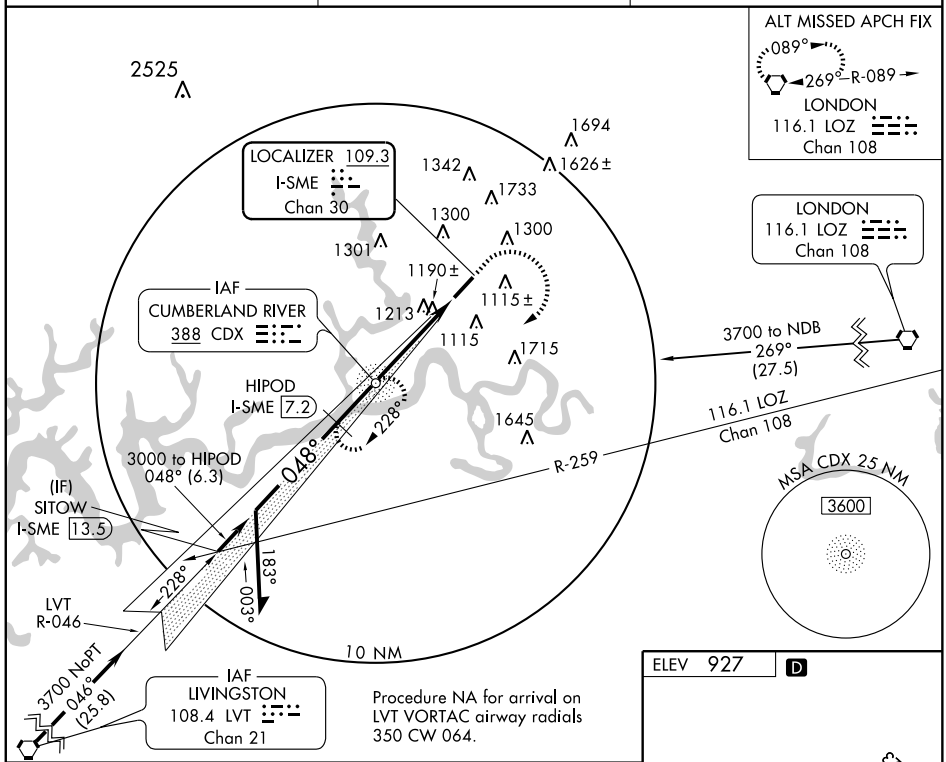
ILS or LOC/DME RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

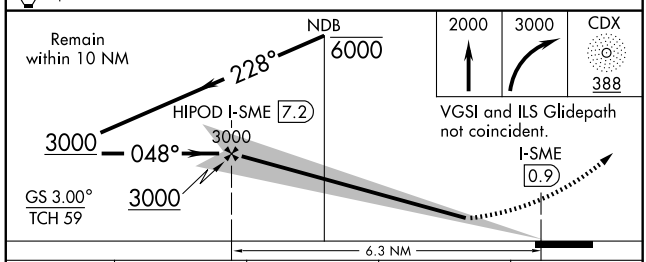
ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet; increase Circling Cat. C visibility ¼ mile.

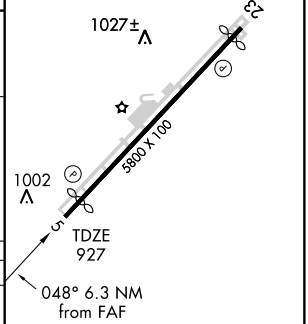
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)



Procedure NA for arrival on LVT VORTAC airway radials 350 CW 064.





CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1 533 (600-1)		1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5500
243°	TDZE	927
	Apt Elev	927

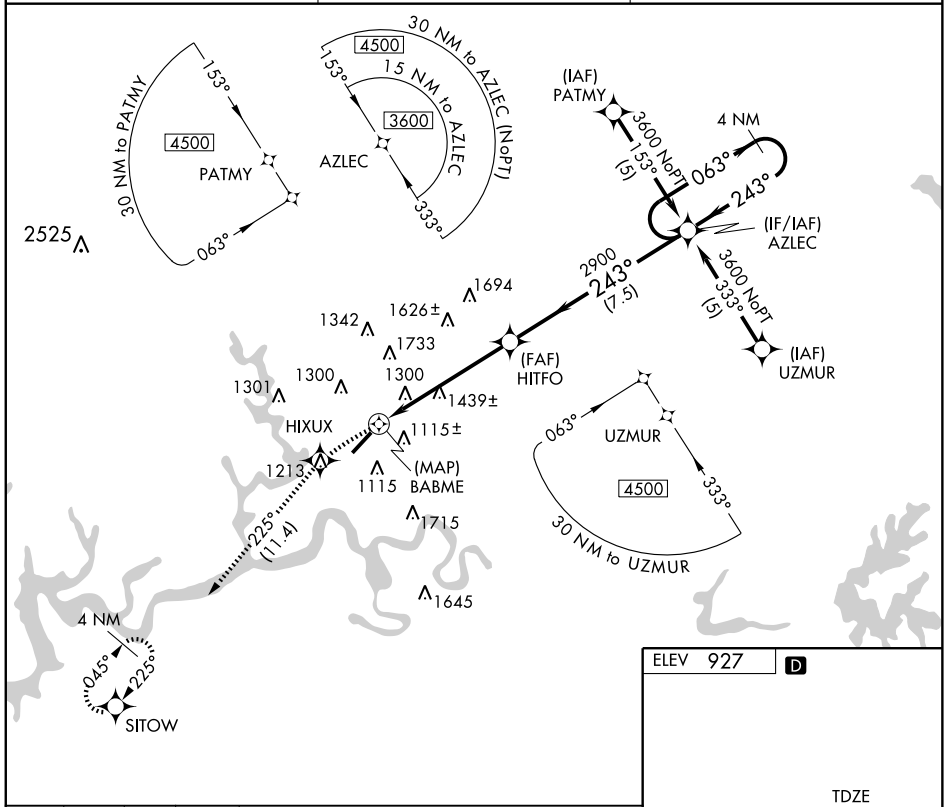
RNAV (GPS) RWY 23

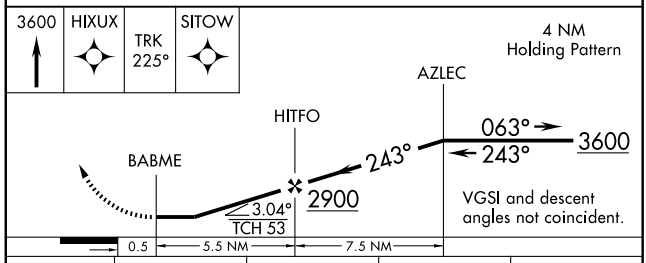
SOMERSET / LAKE CUMBERLAND RGNL (SME)

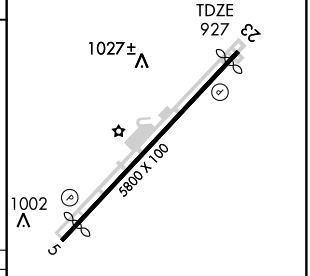
DME/DME RNP-0.3 NA. If local altimeter setting not received, use London altimeter setting and increase all MDAs 180 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1700-1 773 (800-1)	1700-1¼ 773 (800-1¼)	1700-2¼ 773 (800-2¼)	1700-2½ 773 (800-2½)
CIRCLING	1700-1 773 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5287
048°	TDZE	927
	Apt Elev	927

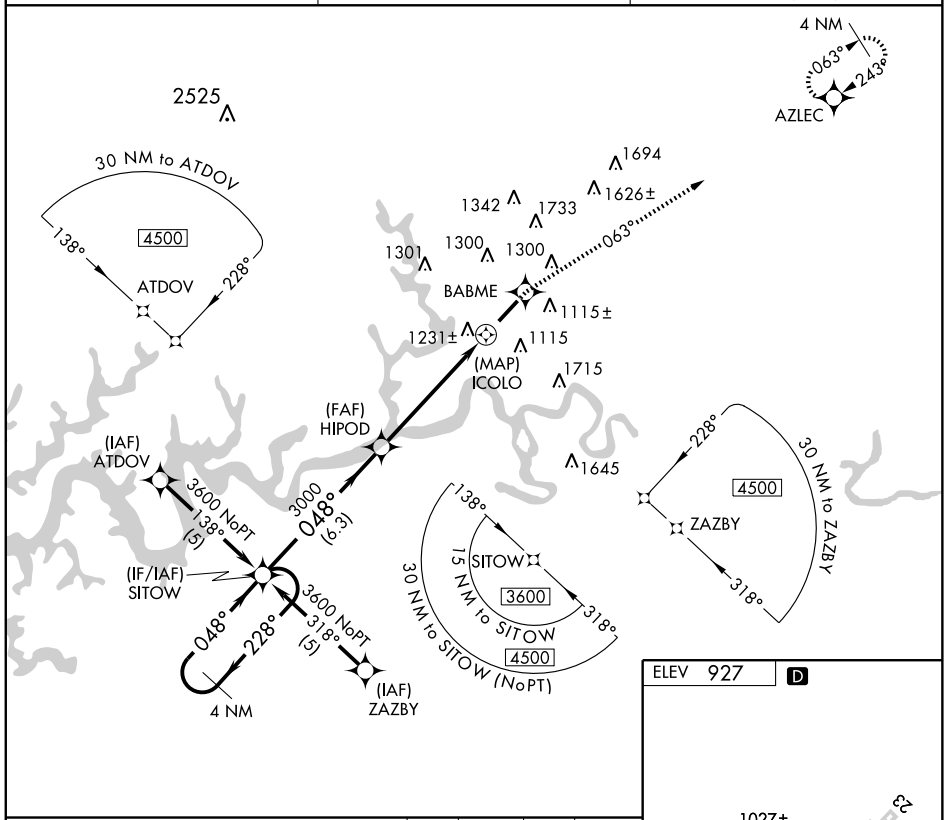
RNAV (GPS) Y RWY 5

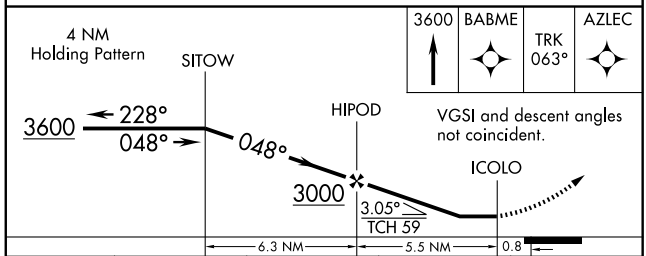
SOMERSET / LAKE CUMBERLAND RGNL (SME)

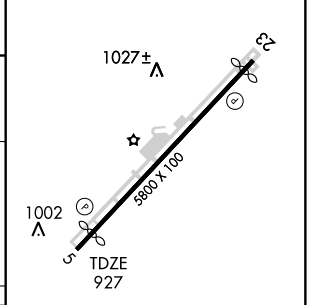
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1500-1 573 (600-1)		1500-1½ 573 (600-1½)	1500-1¾ 573 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH 97510 W05A	APP CRS 048°	Rwy ldg 5287 TDZE 927 Apt Elev 927

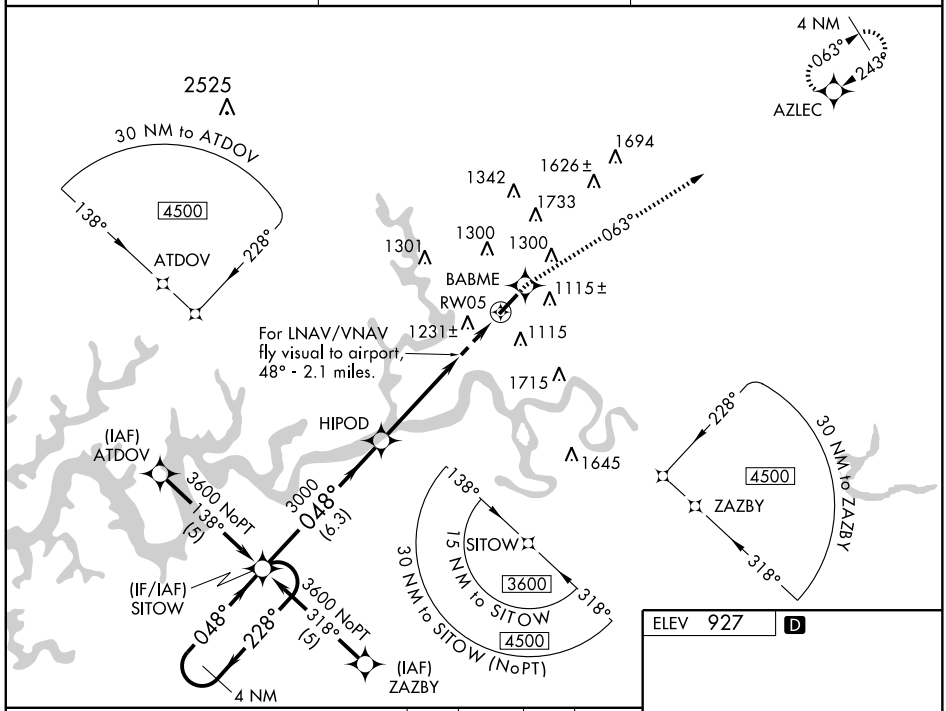
RNAV (GPS) Z RWY 5

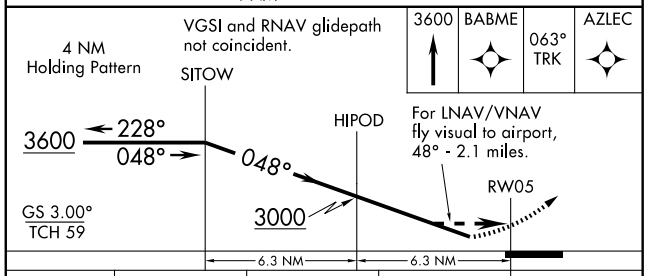
SOMERSET / LAKE CUMBERLAND RGNL (SME)

Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling requires descent on glidepath to CMDA.
When local altimeter not received, use Monticello altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV Cat. D and Circling Cat. C visibilities ¼mile.

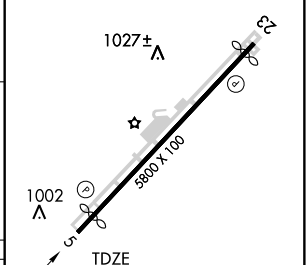
MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)





ELEV 927 D



CATEGORY	A	B	C	D
LPV DA	1460-2 533 (600-2)			
LNAV/VNAV DA	1584-2 657 (700-2)			
CIRCLING	1620-2 693 (700-2)	1720-2 793 (800-2)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

NDB IKY 429	APP CRS 101°	Rwy ldg 4875 TDZE 855 Apt Elev 865

NDB RWY 11

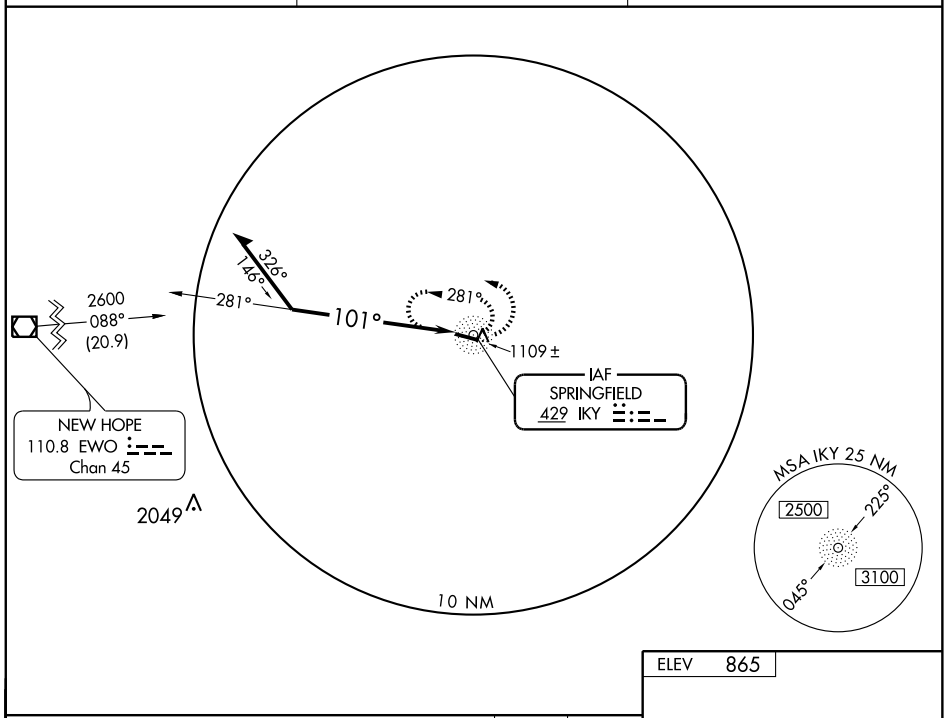
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

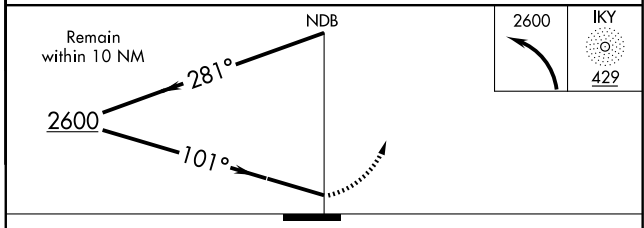
Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

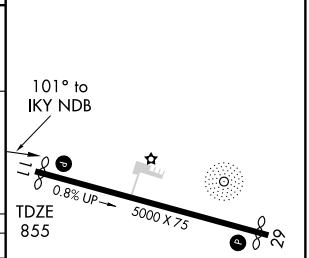
NA

MISSED APPROACH: Climbing left turn to 2600 in IKY NDB holding pattern.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	1600-1 745 (800-1)	1600-1¼ 745 (800-1¼)	1600-2¼ 745 (800-2¼)	1600-2½ 745 (800-2½)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2¼ 735 (800-2¼)	1600-2½ 735 (800-2½)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1780-1¼ 925 (1000-1¼)		1780-2¾ 925 (1000-2¾)	1780-3 925 (1000-3)
CIRCLING	1780-1¼ 915 (1000-1¼)		1780-2¾ 915 (1000-2¾)	1780-3 915 (1000-3)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME EWO	APP CRS	Rwy ldg	4875
110.8	088°	TDZE	855
Chan 45		Apt Elev	865

VOR/DME or GPS RWY 11

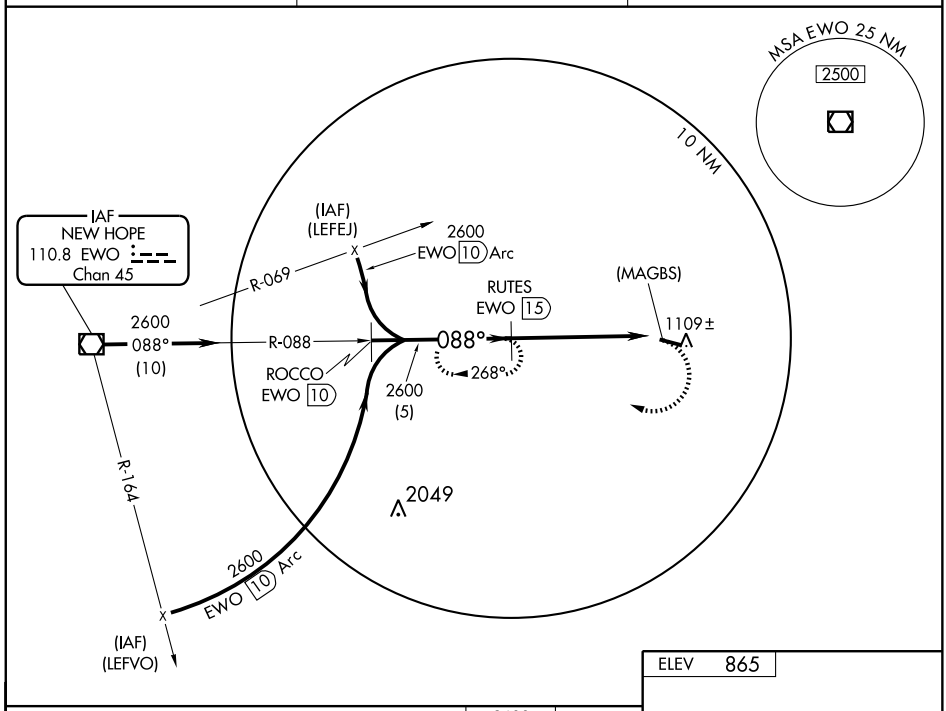
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

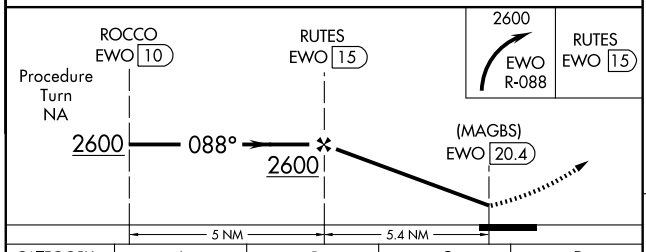
Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

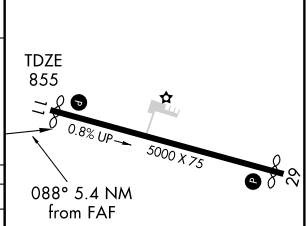
NA

MISSED APPROACH: Climbing right turn to 2600 via EWO R-088 to RUTES 15 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	1260-1 405 (400-1)	1260-1¼ 405 (400-1¼)	1260-1½ 405 (400-1½)	1260-1¾ 405 (400-1¾)
CIRCLING	1420-1 555 (600-1)	1420-1¼ 555 (600-1¼)	1420-1½ 555 (600-1½)	1420-2 555 (600-2)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1440-1 585 (600-1)	1440-1¼ 585 (600-1¼)	1440-1½ 585 (600-1½)	1440-1¾ 585 (600-1¾)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2 735 (800-2)	1600-2¼ 735 (800-2¼)

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

SE-1. 22 OCT 2009 to 19 NOV 2009

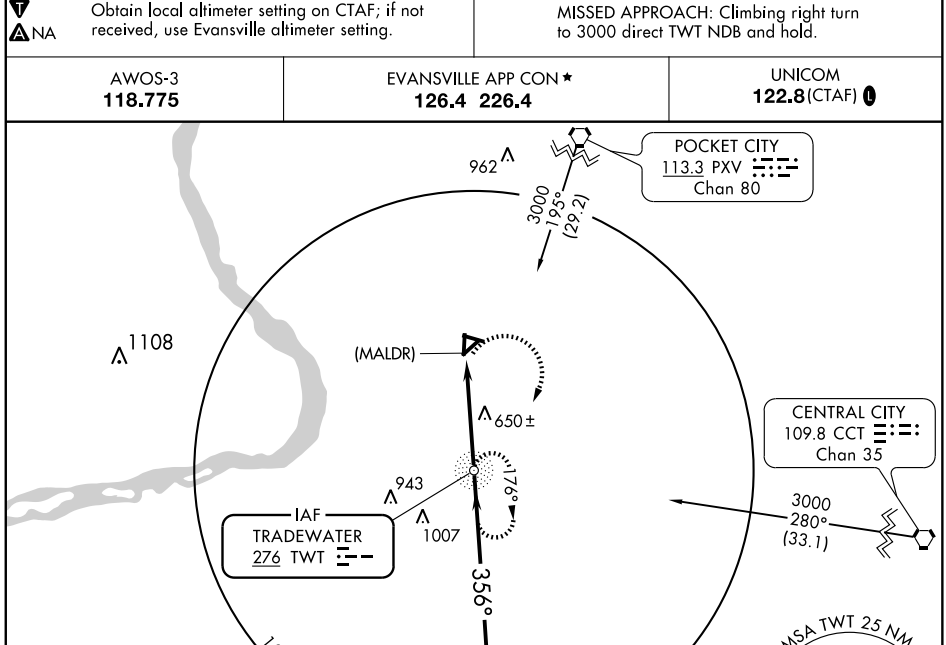
NDB TWT	APP CRS	Rwy ldg	5000
276	356°	TDZE	372
		Apt Elev	372

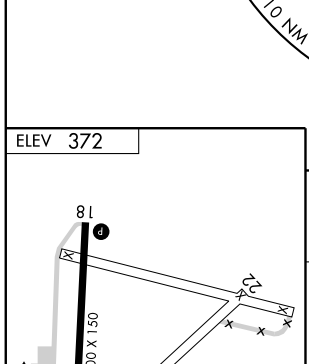
NDB or GPS RWY 36
STURGIS MUNI (TWT)

T NA Obtain local altimeter setting on CTAF; if not received, use Evansville altimeter setting.

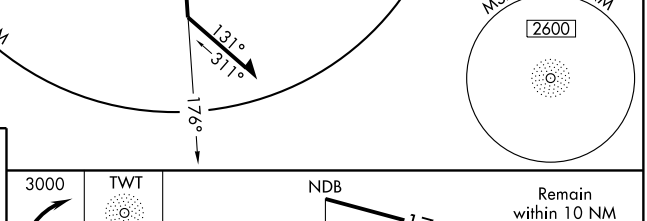
MISSED APPROACH: Climbing right turn to 3000 direct TWT NDB and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	126.4 226.4	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	960-1 588 (600-1)		960-1½ 588 (600-1½)	960-1¾ 588 (600-1¾)
CIRCLING	960-1 588 (600-1)		1000-1¾ 628 (700-1¾)	1000-2 628 (700-2)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-36	1120-1 748 (800-1)	1120-1¼ 748 (800-1¼)	1120-2¼ 748 (800-2¼)	1120-2½ 748 (800-2½)
CIRCLING	1120-1 748 (800-1)	1120-1¼ 748 (800-1¼)	1160-2¼ 788 (800-2¼)	1160-2½ 788 (800-2½)

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WAAS CH 53312 W02A	APP CRS 023°	Rwy ldg 5500 TDZE 1168 Apt Elev 1178

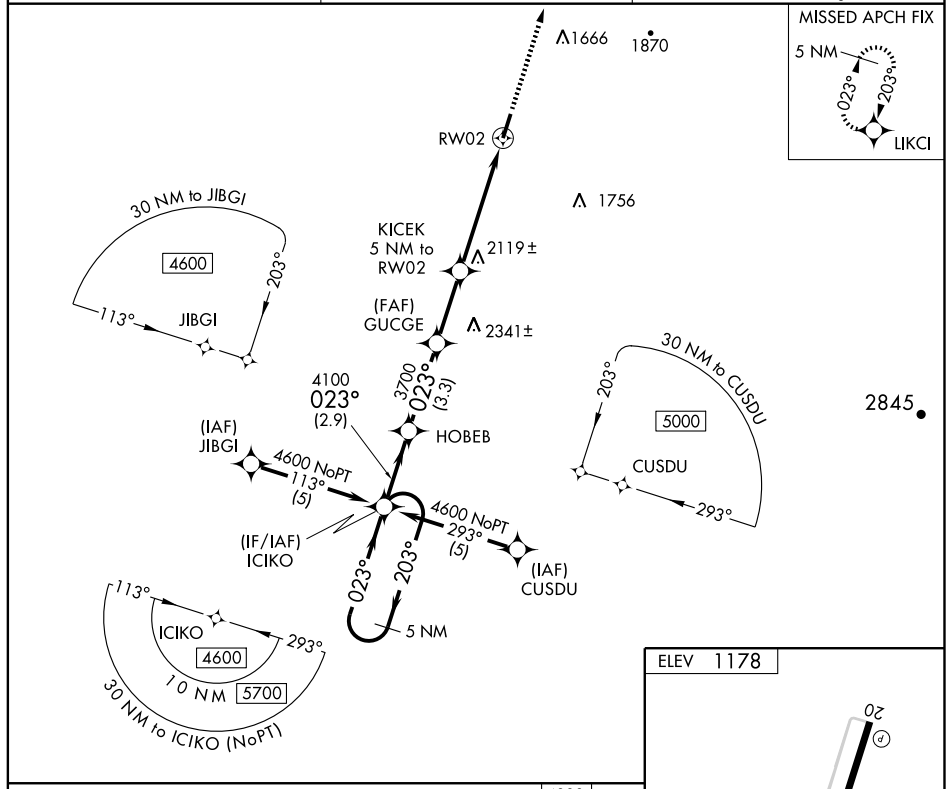
RNAV (GPS) RWY 2

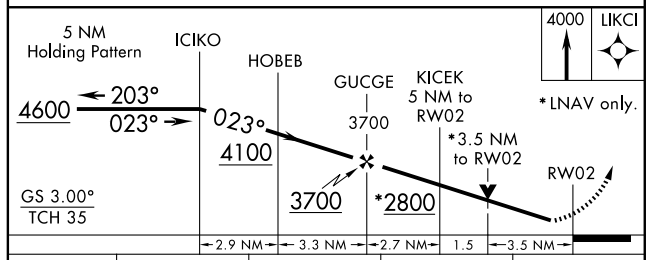
WILLIAMSBURG-WHITLEY COUNTY (W38)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet.
Circling to Rwy 20 NA at night.

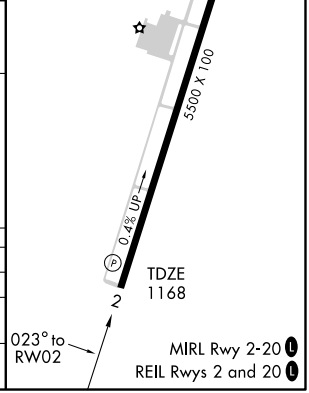
MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1418-1 250 (300-1)			
LNAV MDA	2380-1¼ 1212 (1300-1¼)	2380-1½ 1212 (1300-1½)	2380-3 1212 (1300-3)	
CIRCLING	2380-1¼ 1202 (1300-1¼)	2380-1½ 1202 (1300-1½)	2380-3 1202 (1300-3)	



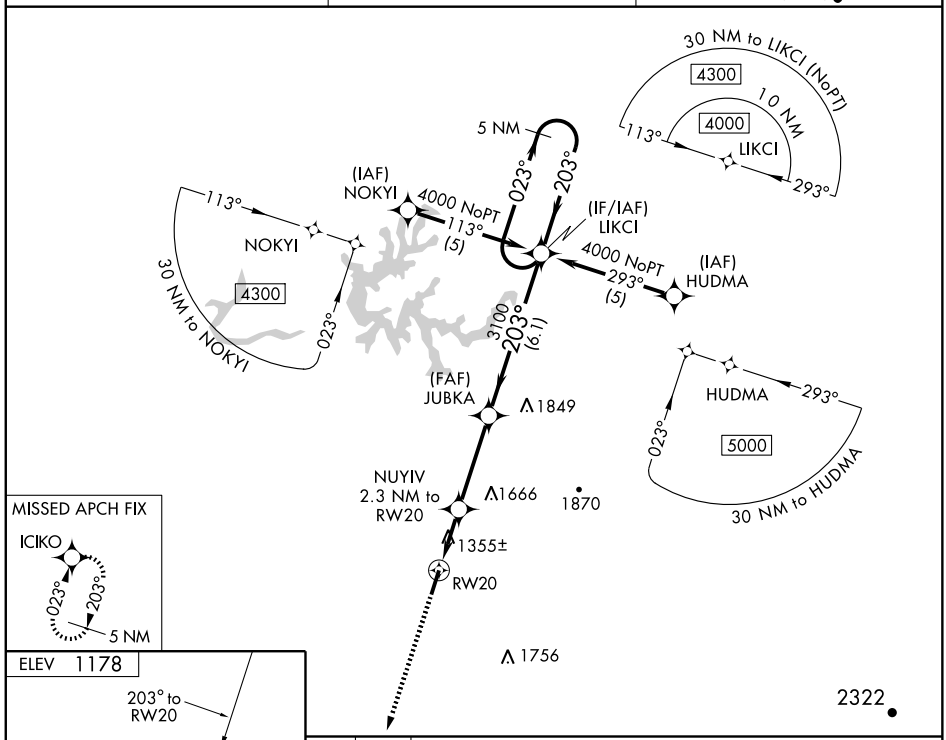
WAAS CH 70403 W20A	APP CRS 203°	Rwy ldg 5500 TDZE 1178 Apt Elev 1178

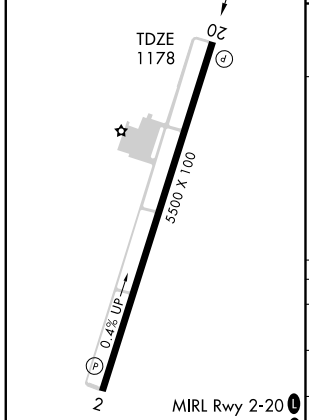
RNAV (GPS) RWY 20
WILLIAMSBURG-WHITLEY COUNTY (W38)

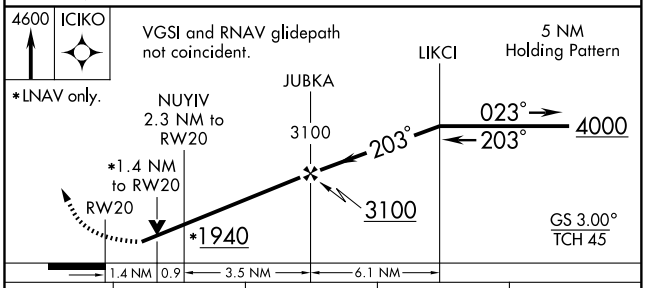
If local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA when using London-Corbin Arpt-Magee Fld altimeter setting.

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1614-1½ 436 (500-1½)			
LNAV MDA	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	
CIRCLING	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	1960-2 782 (800-2)

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VORTAC LOZ 116.1 Chan 108	APP CRS 200°	Rwy ldg 5500 TDZE 1178 Apt Elev 1178

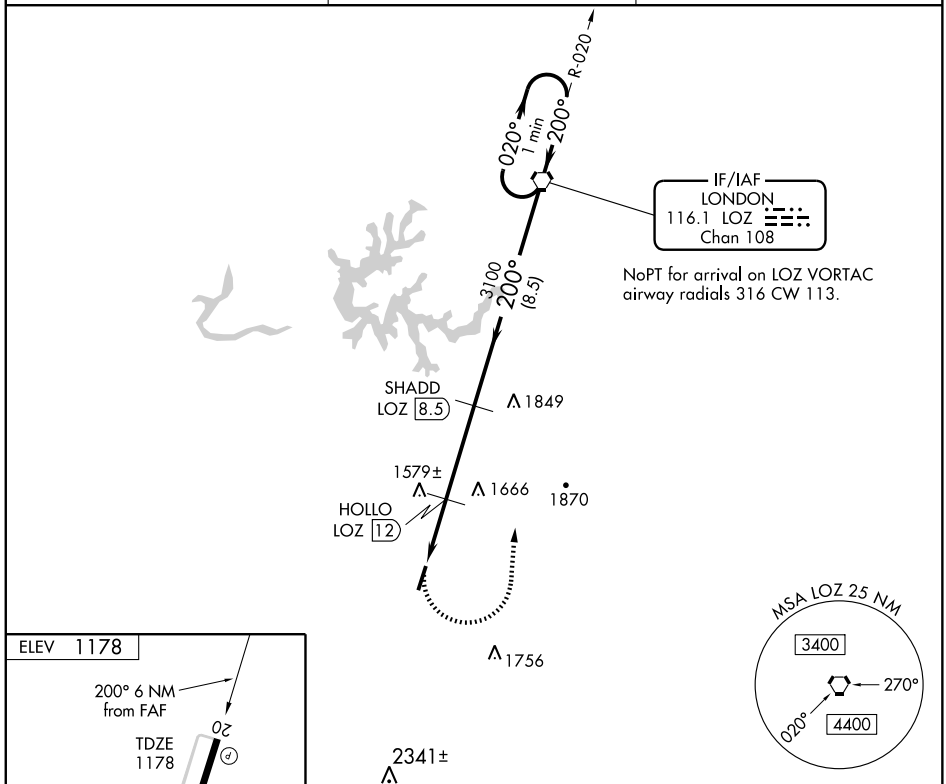
VOR/DME RWY 20

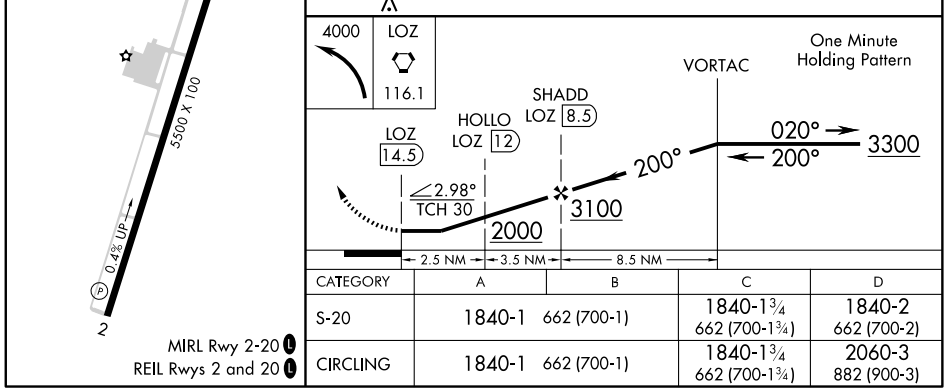
WILLIAMSBURG-WHITLEY COUNTY (W38)

Visibility reduction by helicopters NA. Straight-in/Circling Rwy 20 NA at night. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-20	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	1840-2 662 (700-2)
CIRCLING	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	2060-3 882 (900-3)

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